

THE RIO NEWS.

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RIO DE JANEIRO, MAY 3RD, 1898.

NUMBER 18

WILSON, SONS & CO.
(LIMITED)
2, RUA DE S. PEDRO,
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AGENTS OF THE

Pacific Steam Navigation Company
Shaw, Savill & Albion Co., Ltd.
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The Honour Line of Steamers

Repairs to Ships and Machinery

Having large workshops and efficient plant are in a position to undertake repairs of all descriptions to ships and machinery.

Cont.—Wilson, Sons & Co. Limited, have depots at St. Vincent, Cape Verde, Montevideo, La Plata and at the chief Brazil Ports; and among others, supply coal under contract, at Rio, to:

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Tug Bots always ready for service.

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KING, FERREIRA & CO.
Successors to W. R. CASSELS & CO.

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Further Agencies, suitable to their lines of business—Hardware, Domestic goods, Specialities, etc., etc.—are respectfully solicited.

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Sole agents for the Portland Cement manufactured by J. B. White & Brothers, London, England.

Dealers in all classes of merchandise from Europe and the United States, as Importers, Commission Merchants and Consignees.

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REPRESENTATIVE FOR

POOCK & Co., Rio Grande do Sul (Harana Gigars)

BAVARIA BEER from the
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Price: 18000 per Dozen without bottles.

Also Messrs.

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1 - Praça 15 de Novembro - 1

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Caixa no Correio 16

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Receive orders for all description of Merchandise from
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SPECIAL TERMS FOR:

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BRIDGE WORK OF THE UNION BRIDGE CO.,

and all Railway supplies, both European and American.

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These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.

Electric Locomotives and Plant for Electric Railways by the Baldwin Westinghouse Combination.

All work thoroughly guaranteed.

Illustrated catalogue furnished on application of customers.

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MANUFACTURERS OF

Every description of Freight Cars
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**A COMPANHIA DE FIAÇÃO E
TECIDOS SÃO FELIX.**

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HOLLINGSWORTH COMPANY.**

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Every description of Passenger
Cars for broad and narrow gauge
Railways.

Special attention given to the Sectional Construction of Carriages for shipment to Foreign Railways.

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WESTINGHOUSE AUTOMATIC BRAKE

The Westinghouse Automatic Brake is now in use on 25,000 locomotives and over 30,000 freight cars, besides in general use on passenger cars.

The Westinghouse Air Brake Co. are prepared to fill orders for one to one thousand sets of Air Brakes for Freight Cars at one hour's notice.

For further information apply to their
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78 to 86 TRINITY PLACE,
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Business Founded 1796.

Incorporated under laws of the State of New York, 1888.

Reorganized 1879.

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BONDS, POSTAGE & REVENUE STAMPS,
LEGAL TENDER AND NATIONAL BANK
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FOR GOVERNMENTS AND CORPORATIONS,
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WITH SPECIAL ARRANGEMENTS FOR ENGRAVING AND PRINTING
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Work Executed in Fireproof Buildings.

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Importers of

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Exporters of Bordeaux Wines

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Exporters of Cognac

Dealers in

Burgundy, Rhine and Mosel wines, Sherries, Champagne

Cognacs and Liqueurs of the best brands.

Rua da Alfândega, 83.

PREVENT YELLOW FEVER

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MURRAY'S FLUID MAGNESIA

The standard preventive against the perils of a
tropical climate, counteracting the effects of excessive
heat and normalizing the functions of the stomach,
intestines, liver, and kidneys. Cures headaches,
acidity of the stomach, biliousness, gout and rheumatism
in its less acute forms. Mixed with their milk,
it prevents bowel troubles with children. It is also a
valuable relief for women *en ventre*. Pleasant and
refreshing, it can be taken freely as a beverage, and a
few drops alkaline draught that forms no dangerous
deposits in the stomach intestines and bladder.

For this important contribution to medical science
and practice, Her Britannic Majesty conferred the
honor of knighthood upon its inventor, Sir James
Murray, M. D. His signature, written with green ink,
is found upon the label of every genuine bottle.

Price, in all pharmacies,

Rs. 18500 per bottle.

THOMAS J. LIPTON

LIPTON'S Teas.

LIPTON'S Hams.

LIPTON'S Jams.

LIPTON'S Pickles.

LIPTON'S Groceries

115, Rua da Quitanda.

WILLIAM SMITH,

ENGLISH SHOEMAKER,

The best material used and all work guaranteed.

No. 29 A, Rua de S. Pedro

RIO DE JANEIRO.

Insurance.

PHENIX FIRE OFFICE.

Established 1782

Authorized by Imperial Decree No. 8,057 of
March 24th, 1881.

Insures against risk of fire, houses, goods and merchandise, and offers the best of guarantees with the most favorable conditions.

G. C. Anderson, Agent.

2, Rua General Camará—1st floor.

This company has just issued in London an Insurance policy for the Atchison Topeka and Santa Fe Railway Company, United States of America, for the amount of \$17,360,500 (£3,640,885), having received (the respective premium amounting to \$169,109.00 £35,230).

No other company has ever taken so large a risk up to the present date.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

Fire and Marine.

Capital £2,500,000

Agents for the Republic of Brazil:

Walter Block & Co.

No. 115, Rua da Quitanda.

THE MARINE INSURANCE COMPANY, LIMITED.

Capital .. . £1,000,000 sterling

Reserve fund .. £ 500,000 "

Agent in Rio de Janeiro:

G. C. Anderson.

2, Rua General Camará—1st floor.

ROYAL INSURANCE COMPANY.

LONDON AND LIVERPOOL

Capital .. . £2,000,000

Accumulated funds .. £3,250,000

Insures against the risks of fire, houses, goods and merchandise of every kind at reduced rates.

John Moore & Co., agents.

No. 8, Rua da Candelária.

LONDON AND LANCASHIRE FIRE INSURANCE CO.

Capital (fully subscribed) .. £2,127,500

Reserve fund .. 675,355

Agents in Rio de Janeiro:

Edward Ashworth & Co.

No. 59, Rua 1ª de Março.

BRITISH & FOREIGN MARINE INSURANCE COMPANY L.D.

Capital .. . £1,000,000 sterling

Reserve fund .. £1,328,751 "

Agent: P. E. Swanwick.

87, Rua 1ª de Março—2nd floor.

GUARDIAN FIRE AND LIFE ASSURANCE CO., LIMITED.

Agents in Rio de Janeiro:

Youle & Co.

No. 38, Rua 1ª de Março.

NORTH BRITISH AND MERCANTILE INSURANCE CO. LD.

Total funds on 31st Dec. 1896 .. £12,954,532

Authorized Capital .. 3,000,000

Subscribed Capital .. 2,750,000

Agents for Rio de Janeiro:

Pullen, Schmidt & Co.

7, Rua da Quitanda.

Travellers' Directory.

São Paulo:

Through express trains leave the Central station daily at 6 a. m. and 5.30 p. m.; returning leaves S. Paulo at 5 a. m. and 5 p. m.

Numerous steamers weekly for Santos, connecting with the São Paulo Railway.

Cachambú and Lambaré:

Central Railway (São Paulo) express to Cruzeiro, thence by Minas and Rio Railway to destination.

Juiz de Fora, Barbacena, Ouro Preto, etc.

Through express trains leave Central station daily at 5 a. m. and 5 p. m. Connects with all branches along the main line (Linha do Centro) of the railway.

Intermittent trains leave at 7 a. m. and 4 p. m.—the first running through to Barbacena, and the second to Entre Rios.

Belo Horizonte:

Trains leave station of General Carneiro, on main line of Central railway, at 2.15 p. m. and 11.40 a. m.—the latter a mixed train.

Petropolis:

Trains leave the Petrolina at 4 p. m. daily, except Sundays and holidays, to connect with railway at Mand. Passenger train leaves S. Francisco Xavier (Central Railway) at 10 p. m. and 5.15 p. m. On all round trips (passengers should take the suburban trains at the Central Railway station at 6.25 a. m. and 4.40 p. m. to connect with Petropolis train).

Returning from Petropolis, the train leaves at 7.30 a. m., except Sundays and holidays, and the all land trains leave at 5 a. m. and 5.30 p. m.

On Sundays and holidays the train leaves Petropolis at 7 a. m., and returning the train leaves Petropolis at 4 p. m., giving excursionists about six hours in Petropolis.

Nova Friburgo:

Barca leaves the Praça das Marinhãs at 5.30 a. m. daily, and at 3 p. m. on Saturdays, to connect with the Leão, going to Santa Anna de Marabá. Returning trains leave Nova Friburgo at 2.35 p. m. daily, and at 6 a. m. on Mondays. Excursion train leaves Marabá at 3.15 p. m. (leaving leaves Rio at 3.30 p. m.), and returning leaves Friburgo at 6.10 a. m.

Corcovado:

Regular trains, week days, leave at 11 a. m. and 5.30 p. m., returning leave the summit at 7.30 and 9.30 a. m. and 1.40 and 7 p. m. On Sundays and holidays, the hours are: ascending 6.30, 8.30 and 11 a. m., 12.30, 2.30, 5.15 and 8 p. m.; descending 7.30, 10.05, 11.35 a. m., 1.05, 2.35, 4.05, 7 and 9 p. m. Each train gives the excursionist half an hour on the summit.

N.B.—Travellers will oblige by notifying Editor of any changes in the foregoing details that may be experienced and of which no public announcements have been made by the Railway authorities.

Official Directory.

U. S. LEGATION.—Petropolis. Charles Page Bryan Minister.

BRITISH LEGATION.—No. 1, Rua Visconde de Ita bomby (opposite Custom House). Petropolis.

EDMUND C. H. PHILIPS, Minister.

AMERICAN CONSULATE GENERAL.—No. 99, Rua 1ª de Março. EUGENIO AUGER, Consul General.

BRITISH CONSULATE GENERAL.—No. 6, Rua Visconde de Itabaty (opposite Custom House).

WILLIAM G. WAGSTAFF, Consul General.

Church Directory.

CHURCH OF ENGLAND.—Until further notice the Church will be closed for repairs. The services will be held every Sunday (except on the 1st Sunday in the month) at twelve o'clock, in the Methodist Episcopal Church (kindly lent) Largo do Catete. Baptisms and Marriages at times to be arranged with the Chaplain.

IRVING CRAWSHAW, M.A., British Chaplain.

65, Rua do Aqueducto.

JOSEFA EVANGELICA FLUMINENSE.—Rua Largo de S. Joaquim, No. 12.—Divine service in Portuguese on Sundays. Prayer meeting at 10 a. m.; Worship at 11 a. m. Biblical class to study the Holy Scriptures, at 5 afternoon. Gospel preaching at 6.15 p. m. on Wednesdays. Biblical study and preaching at 7 p. m.

ALVARO E. DOS REIS, Pastor.

RESIDENCE: Rua Petropolis, 32.

METHODIST EPISCOPAL CHURCH.—Largo do Catete. English services at 12 a. m. Sundays. Prayer meeting service Thursday, 7.30 p. m. Divine services at 10 a. m. and 7 p. m. Sundays 7 p. m. Wednesdays—E. A. TILLY, Pastor. Sunday school 11 a. m. at Fabrica Catete. Sundays 11 a. m. and 4 p. m. Rev. FRANK WIEDERHEIMER.

PRESBYTERIAN CHURCH.—No. 15, Travessa da Barreira. Services in Portuguese every Sunday at 11 a. m. and 7 p. m. and at 7 p. m. Thursdays.

ALVARO E. DOS REIS, Pastor.

RESIDENCE: Rua Petropolis, 32.

BAPTIST CHURCH.—No. 25, Rua de Santa Anna. Services in Portuguese every Sunday at 11 a. m. and 7 p. m., and every Wednesday at 7 p. m.

W. B. BAGBY, Pastor.

CALLE 352.

IGREJA PRESBYTERIANA DO RIACHUELO.—No. 24, Rua D. Anna Neta, Baixa do Riachuelo. Services, Sundays 11 a. m. and 7 p. m.; Wednesdays 7 p. m. FRANKLIN H. NASCIMENTO, Pastor. Primary school in the church building.

Professional Directory.

Dr. William Frederick Eisenlohr, German Physician. Office: 7, Rua General Camará. Consulting hours from 12 to 3 p. m.

Englishmen and Americans wishing to learn Portuguese should apply to Prof. L. MARCHANT, Rua do Ourlo, No. 35.

Dr. Haveburg, Physician and accoucheur. Residence: 89, Rua 1ª de Março. Consulting hours from 12 to 3 p. m.

Dr. Brissay, Surgeon, graduate of the Faculty of Paris, specialist in diseases of females, urinary passages. Radical cure of hernias, hemorrhoids, tumors, surgical diseases of the bowels, and surgical operations. Consultations from 1 to 3 p. m., Rua da Quitanda, No. 42.

Miscellaneous.

AMERICAN BIBLE SOCIETY'S AGENCY.—No. 20, Rua d'Alfama.—H. C. TUCKER, Agent.

BRITISH AND FOREIGN BIBLE SOCIETY'S AGENCY.—Rua Sete de Setembro, No. 71.—On sale, the Holy Scriptures in Portuguese, English, French, German, Italian, Spanish and other languages.

JOAO M. G. DOS SANTOS, Agent.

BRITISH SUBSCRIPTION LIBRARY AND READING ROOM.—31, Rua Gonçalves Dias. Open from noon to 6 p. m.—For terms, apply to Librarian.

RIO SHAMEN'S MISSION.—Rest and Reading Room, 11, Rua Camerino (formerly Imperatriz), 3rd floor; W. J. LEWIS, Missioner. Office of books, magazines, papers, etc., also of left-off clothing, will be gratefully received at the Mission, or at No. 27, Candelária.

YOUNG MEN'S CHRISTIAN ASSOCIATION.—No. 31, Rua da Quitanda, 2nd floor. Rooms open from 5.30 to 10 o'clock p. m. Secretary's office hours: from noon to 1 o'clock p. m. Nicolau A. de Brito, President; Thomas L. da Costa, General Secretary; R. A. W. Sloan, Hon. Treasurer.

WEST COAST ITEMS.

—We learn from Santiago that the ministerial crisis in Chile has come to an end with the formation of a ministry, made up as follows: interior, and president of the council, Carlos Walker Martínez; foreign affairs, Juan José Latorre; finance, Dario Zúñiga; justice, Augusto Orrego Luco; war, Patricio Lira; Alcaldé, commerce, Emílio Bello Colecido. This cabinet is said to be not by any means a popular one, and it is predicted that it will have but a short career. It is composed of rather heterogeneous elements and will require not a little capacity on the part of President Balmaceda to hold it together. Carlos Walker Martínez, the presiding minister, is the head of the conservative party and has a considerable following in congress. He has already had a conspicuous political career. Energetic and even turbulent at one time, so much so as to have won the designation of the "Chileno Paul de Cassagnac," years have somewhat mellowed him. He enjoys the reputation of being a great lawyer, orator and poet, and is a cousin of the Chilean minister to the Argentine republic. He is 56 years of age.

RIVER PLATE ITEMS.

—The next meeting of the Latin-American scientific congress is to be held in Montevideo in 1901, and 35 scientists of the Oriental republic have been appointed a committee of organization, with power to increase their number to one hundred.—Times, Buenos Aires, April 22.

□—In view of the war news, the price of wheat has been stiffening throughout the week. Arrivals have been limited, as holders in the colonies will not send in as they await further rise in price. Special wheat is quoted at \$12, and superior 11, 10 to 11.80, but these prices will not hold good in a week's time, as the rise becomes more marked. Some Uruguay wheat has fetched \$14 gold for export, at Villa Constitución \$10.50 has been paid for the Rio Mills, and in Rosario \$10.30 and 10.50.—Review, Buenos Aires.

—Accounts received from all parts of the camp during the past week are of the most satisfactory nature. The camps continue in excellent condition, natural pasture and water abounding as seldom happens. The maize is well advanced, and promises a harvest of the first order, where the ravages of the locusts have not been fatal, as in several parts of the north-east of this province. The financial position of agriculturists has improved with relation to late years, and doubtless would have been much better had the fatal frost of November last not inflicted so much damage on the wheat fields. The condition of the grazing fields of Córdoba is excellent. Alfalfa sowing continues on a rising scale, and in a very short time from the present we shall have to call the province the fattening ground of almost all live-stock destined for shipment abroad. In Tucumán sugar cane is said to be selling at from 7 to 8 cents the arroba, a price which, although low, is somewhat higher than what has been recently paid. The rise corresponds to the crisis in sugar, which has compelled many growers to abandon cultivation. Reaping should commence in the beginning of May. From Mendoza accounts are received of the great abundance of the vintage and that prices are well maintained, owing to the ever increasing demand for native wine.—Review, Buenos Aires.

—The socialist gathering on Sunday was rudely interrupted by the police. The object of the meeting was to obtain electoral reform, and to amend the constitution, and to amend the recent elections. The gathering took place in Plaza Lorea, from which the column marched with banners and music and escorted by the police along Avenida de Mayo to Plaza San Martín, in perfect order. It halted at the statue erected to Fructuoso, where a platform had been erected. Dr. Juan Justo ascended the rostrum and protested vigorously against the force of elections as carried on in this enlightened, free and glorious republic, which we are continually assured we are living in. He concluded by saying that the socialist party desired electoral purity as the only guarantee of true liberty. He was followed by Professor Meyer González, who also condemned electoral fraud, and so for the police authorities did not interpose. When a speaker, however, began to charge the police with participation in electoral misdeeds, the commissary stepped in to interfere, and warned the orator that if he continued in the same strain, the meeting would be broken up. As the warning was unheeded, the mounted police at once urged their steeds among the people and dispersed the assembly, amidst many lively protests. We cannot but regard this action of the police as dignitary as autocratic and quite unparliamentary, but quite characteristic of local officials when dressed with a little brief authority. The assemblage was quiet and orderly and had met for a perfectly legitimate purpose—that of protesting against a crying evil. It was rudely interrupted by a police official, because, soothed, the sacred body to which he belongs was accused, very likely with perfect justice, of conniving at those abominable travesties called elections. We must now be more impressed than ever with the priceless freedom we enjoy under the gracious permission of the police-constable! That commissary should have a statue erected in his honor in Plaza San Martín, or at least receive a leather medal in recognition of his valuable services.—Herald, Buenos Aires, April 19.

—A few years ago a case of yellow fever in this port would have sent the city off its head and created a panic. Now several cases do not disturb the equanimity of the general public, which has confidence that the health officers can dominate any danger.—Herald, Buenos Aires.

—Typhoid fever and diphtheria have broken out in Brazil and are spreading very much. If the government does not take the matter in hand it will spread to the national guard camp at Tamul and play havoc with the boys there. As it is, there are a number of conscripts on the sick list, with very little accommodation.—Times, Buenos Aires, April 22.

—The London and River Plate, the Bank of the Uruguay Republic, and the Italian Uruguayan Bank have been neatly swindled in Montevideo by a gang of clever sharpers, but luckily they were only robbed of small sums. The London Bank lost about a hundred pounds and the Italian about eighty. It is said that the swindlers have had their preparations made for this business for some time past.—Times, Buenos Aires, April 20.

—Buenos Aires police have not been long in catching one of the swindlers who swindled the London and River Plate Bank and the Bank of the Republic in Montevideo, the other day, by means of altered cheques. Commissary Sota and S. Riso, of the Montevideo police, arrived here yesterday morning, accompanied by Sr. Eduardo G. Chibis, the cashier of the Bank of the Republic, who came over to aid in the identification of the swindlers, one of whom was known to be in this city. Acting on certain information, the police watched a house in Calle José M. Moreno, in Caballito, where at midday a man turned up answering to the description given of one of those wanted. On being arrested he confessed that he was one of the swindlers. He gave as his name Gabriel Cofre, and said that he used to run the café at the Eden Theatre in Montevideo. When arrested he had on his person \$1560 c/1, \$200 in sovereigns and 5 bank notes of 1,000 francs each. At the requisition of Sr. Oamendi, the chief of the detective department, Cofre signed a document promising to accompany the Montevideo police officers to that city. The method employed to perpetrate the swindle was similar to that adopted when the German Bank in this city was swindled, some months ago, out of \$8,500 gold, in which case, it will be remembered, the original figures and words on the cheque had been cleverly taken out by means of chemicals and replaced by others, representing a much higher amount. These alterations, when well done, easily escape detection, and if the drawer of the cheque happens to have sufficient funds to his credit to cover the amount of the altered cheque it is almost sure to be paid, seeing that the signature and the number of the cheque are in order.—Herald, Buenos Aires, April 21.

As announced in our telegrams last week, General Joaquín Crespo, President of Venezuela, has been killed in an encounter with revolutionary troops under Huertas. True to the traditions of all South American Republics, Venezuela has had a liberal share of revolutions, the spirit of which seems to run in the blood of the Spanish-American races. In 1884 Crespo was appointed president of Venezuela on the withdrawal of General Guzmán to Paris, the retreat of so many distinguished monarchs and deposed heads of states. In 1893, when President Bolívar proclaimed the continuation of his term of office, Crespo marched on Caracas and after a decisive engagement took possession of the capital. Since then he has occupied the position of president, which has not been an easy task, for he was continually occupied in repelling revolutionary attempts. Lately General Guzmán triumphed at an electoral contest over Dr. Paul and General Hernández, who believed the success of their opponent was due to Crespo's influence, and in true South American fashion rose in arms, with the result that in an engagement that took place the other day between the rival forces Crespo was killed.

The world in general has probably forgotten the existence of the once famous Arabi Pasha, whose unsuccessful attempt to dethrone the Khedive in 1882 afforded Great Britain the opportunity of occupying Egypt from that day to this. That Arabi is still alive, we are forcibly reminded by advertisement in the *Ceylon Observer*, which we give in full:

Notice.—I hereby give notice to the general, that my eldest son, named Mohamed, who is now of 36 (thirty-six) years of age, having proved unfaithful to me; I have henceforth ceased to regard a him as my son, and have no intercourse or dealing whatever with him, and I, therefore, inform the public that I am in no way responsible for any of his acts or dealings.

A. ARABI PASHA,
the Egyptian.

No. 8, Halloway Road,
Kandy, March 3rd, 1898.

"I say Dumley, you're a better Portuguese scholar than I am; is it right to say: 'A chave é aqui' or 'A chave está aqui'?"
"Why, 'A chave está aqui,' of course, you cuckoo."
"But still it is quite correct to say 'A chave é a key' too."

Banks.**LONDON AND BRAZILIAN BANK, LIMITED.**

Capital £ 1,500,000
 Capital paid up " 750,000
 Reserve fund " 600,000

HEAD OFFICE: LONDON.

BRANCH OFFICE IN RIO DE JANEIRO

10, Rua da Alfandega

Draws on Head Office and the following Branches and Agencies:

LISBON, OPORTO, PARA,
 PERNAMBUCO, BAHIA, SANTOS, SAO PAULO,
 CAMPINAS, RIO GRANDE DO SUL,
 PELOTAS, PORTO ALEGRE, MONTVIDEO,
 BUENOS AIRES, ROSARIO DE SANTA FE, AND
 NEW YORK.

Also on:

Messrs. Glyn, Mills, Currie & Co., LONDON.
 Messrs. Mallet Frères & Co., PARIS.
 Messrs. Schroder & Co., J. H. Schroder & Co.,
 nachf. HAMBURG.
 Messrs. Joh. Berenberg, Gossler & Co., HAMBURG.
 Messrs. Grunet Brown & Co., GENOA.

BRASILIANISCHE BANK FÜR DEUTSCHLAND.

Established in Hamburg on 16th December,
 1887 by the Direction der Disconto Gesellschaft
 in Berlin and the Norddeutsche Bank in Ham-
 burg, Hamburg.

Capital. . . 10,000,000 Marks.

BRANCH OFFICE IN RIO DE JANEIRO.
(Cruza 108.)Branch-offices in São Paulo and Santos
(Cruza 520.) (Cruza 185.)

Draws on:

Germany..... Direction der Disconto Gesellschaft, Berlin
 Norddeutsche Bank in Hamburg, Hamburg
 M. A. von Kottschmidt & Co., Frankfurt a. M.
 and correspondents.
 England..... N. M. Rothschild & Sons, London
 Manchester and Liverpool.
 District Banking Company Limited, London.
 Union Bank of London, Limited, London.
 Wm. Brunel's Sons & Co., London.
 France..... Crédit Lyonnais, Paris and branches.
 Heine & Co., Paris.
 Comptoir National d'Escompte de Paris, Paris.
 Lazard Frères & Co., Paris.
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No. 20, Rua da Alfandega.

Authorized by Decree No. 593, of 17th October, 1893.

Subscribed capital. £ 1,500,000
 Realized do " 900,000
 Reserve fund " 1,000,000

BRANCHES:

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These wonderful pills, so useful and beneficial in all affections of the stomach and intestines, are obtainable in all places where a post-office exists; the manufacturer will forward by registered mail and to any given address, if accompanied by money: 1 box for £2-300, 5 dozen boxes for £25-000 and One dozen boxes for £20-000.
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WOMEN IN MINTS.

The work done by women in the various United States mints is surrounded by something of mystery, since under no circumstances are visitors permitted to enter the sacred precincts of the apartments in which they earn their daily bread.

Whether this rule is made for the purpose of shielding the ladies, who look far from fascinating in their workaday wrappings, from the critical gaze of the curious crowds who daily roam through the different mint buildings, or whether the government fears that visitors will detract the attention of its feminine employees and thus cause them to make mistakes to its disadvantage, is an open question.

Certain it is, however, that no temple of Diana was ever more strictly protected from invasion than are the adjusting rooms of the coiners' department, wherever located. The San Francisco mint is no longer a "branch," but, together with the other four government establishments for making money—located at Philadelphia, New Orleans, Charlottesville and Carson City—is entitled to the dignity of being called a mint, without any belittling adjective prefixed.

The work of women in the mints is, with the exception of one lady assistant book keeper and a janitress, entirely done in the adjusting department. There are forty-nine of us at present employed in the big building on Fifth street. We occupy two rooms, separated by the chief adjuster's office, and are called according to our work, first and second weighers and "light" and "heavy" weighers. One of us, too, is known as a "scratcher," but her business is, oddly enough, not to make scratches, but to smooth them out.

We are all required to be in the building and ready for work before nine o'clock each morning, and must start in promptly on the stroke of the bell. Over our street dresses we wear aprons and sleeves of Holland linen, supplied and laundered at government expense, and when working on silver, which is very hard on the hands, we wear thick chamois leather gloves, which are also provided without expense to ourselves.

Our work benches are white marble-topped tables, which reach almost the length of the room. When silver coinage is going on boxes containing 1,000 blanks are placed in front of each woman, and the contents are arranged by her in piles of from twenty to twenty-five. These blanks, which are sent up from the cutters, look for all the world like the disks of tin which children beg from tin shops to "play money with," except that they are thicker.

Taking each pile in the left hand and revolving it with the right we look the edges over carefully for "breaks," pieces which are not perfect being at once discarded. The surface of each piece is also scrutinized closely for flaws and imperfections of any kind, and then each is weighed in our scales to separate the "lights" from the "heavies."

Two pans are fitted snugly in our balances, one at left to receive the lighter and one just at the back for the heavier blanks. These pans when full are emptied into larger ones, which are carried to the "second" weighers, whose scales are adjusted accurately to the prescribed limit of weight. Blanks that are found to be too light or too heavy, exceeding the government allowance for deviation from an exact standard, and also those which are broken or faulty in any way, are remelted and cut over again.

The handling of gold is somewhat different, though the first processes—the piling and examination of surfaces and edges—are the same.

All doubtful pieces are thrown on the table to test their perfection of sound. We then wrap the thumb and first three fingers of the left hand with strips of old gloves, held in place by a wire thread supplied for that purpose.

Each gold piece is weighed, going, if light, into the light pan. If it is found

to be heavy, it is taken between the thumb and first finger of the protected hand and the edge is revolved against an ordinary eight-inch file, care being exercised not to over-file and make a "light" of it, which sometimes happens, however, as a very slight pressure of the rough steel will take it below the standard mark.

The second weighers go over the pieces again, those being below the standard to an appreciable degree being condemned. The amount of work necessary depends on the accuracy of the cutters, who occasionally, but not often, send up blanks so heavy that a good deal of filing has to be done upon them, and the business of the room is retarded.

The "scratcher" is a lady who, after a certain amount of the day's work is done, collects the broken or marred pieces, among which are blanks which come up from the cutters scratched on the surfaces. If the scratch is deep, the piece is condemned, but if it is a slight surface scratch it is carefully smoothed out with an instrument designed for that purpose.

From the adjusting rooms the blanks go to the milling-room, where the raised edge is made; then to the cleansing room, where they are made bright and shining. After this they are pressed, the imprint on both sides and the corrugated edge—erroneously called the "milling" by many—being made at the same time and by one movement. Women, however, have nothing to do with them inside the mint, after they leave the adjusting department.

When the day's work is over our files and finger coverings are freed from all dust that has adhered to them, over the table drawers which have been opened to receive all the fittings made. When employed in the work we wear leather aprons put around our necks bib fashion, with the lower end fastened to the drawer before us, and these, too, are cleaned off very particularly.

The drawer is emptied upon the marble table top, care being taken that not a grain is left in the corners of the zinc-covered inside. The dust is then swept off the table into a pan and carried to the chief adjuster's office to be weighed with the other work. A certain amount is allowed for waste dust, which is usually made up in the regular general cleaning and burning of the carpets.

Once in a while when we are about ready to start for home, the chief adjuster calls out that there is a "piece missing." This is provoking, for every one has to go back to their places while a general search is made for the truant coin. It is usually found in some corner into which it has apparently rolled and lain hidden for the express purpose of hindering us when we are anxious to get home. One piece, however, proved a mystery to us all for over three months, as no amount of search could bring it to light, but at the expiration of that time it was found by the janitors away back in a little pile of ashes in a corner under the grate.—*San Francisco Call.*

MISS MARK TWAIN is what the Paris *Figaro* calls the daughter of Samuel L. Clemens, who is studying music in Vienna. It says:—"The very beautiful voice of this young woman of eighteen will some day make her as fascinating on the stage as her father is in letters." This statement is particularly interesting in view of the fact that Miss Clemens is not cultivating her voice but is studying the piano.—*San Francisco Argonaut.*

The *European Mail* of March 30th says:—"The Spanish government is arranging to secure telegraphic communication with Cuba over neutral cables in the event of trouble with the United States. Such connection would be feasible via Kingston (Jamaica), thence by the new British cable to Bermuda, and thence to Halifax to connect with the main Atlantic lines. A French company, which possesses a cable not yet laid, is, however, offering to connect Spain directly with Cuba within a period of a few weeks."

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Hotels.

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This popular Hotel has been completely and thoroughly restored and has been provided with sanitary improvements of every description, including a hygienic system of sewerage, flushing tanks, and ventilating pipes.

The apartments have been repainted and repapered throughout and are luxuriously furnished. The dining-room has also been refurnished, and no expense has been spared to make this

The most comfortable Hotel

in the city. The baths have likewise been improved. As before, particular pains will be taken to provide the guests of this Hotel with a first-class table, and with the best of service and attention. The electric tram passes the door every few minutes, making it the most convenient as well as the pleasantest Hotel in Rio de Janeiro.

ALPINE HOUSE HOTEL

RUA DO AQUEDUCTO, 65

On the line of Sylvestre tramway, Santa Theresa, to be reached in 35 minutes from town.

This house is highly recommended for its excellent position and most beautiful view of the far ocean, city and islands, being situated on the very summit of Santa Theresa hill, and entirely out of reach of fever and malaria. It is therefore, a most safe place for foreigners, tourists and new arrivals.

The hotel is surrounded by beautiful parks, walks, and a large forest. The restaurant and kitchen are first class.

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Possees also a sumptuous saloon and splendid table service for banquets. Its restaurant and service cannot be excelled.

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Is served every 15 minutes by the electric tram-cars line from the town (leaving the Largo de Carioca) close to the doors of this hotel, and Silvestre. This establishment, the first in Brazil for its elegance, comfort and situation amidst forests and enjoying the most magnificent scenery, views of the mountains, town, the harbor and high seas, is most suitable for families and gentlemen of distinction.

Excellent restaurant, always ready.

Finest wines and liquors. Numerous shower and warm baths. Purest air, temperature bracing and invigorating. No health resort in the world is better. For further information apply to

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RIO DE JANEIRO,

beg to inform their customers that they have just received a fresh consignment of their well-known marks of Claret - "hatena d'Arzac" and "Monteferrand" in barrels ready for bottling.

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To let in an English family house. Large Garden Bath, every convenience. With or without board. Apply 66 R. Rua General Bruce, S. Christovao.

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English make (Goodbad, London), with silver valves, as good as new. Cheap. Apply to Jacob Wendling, Casa de Chopps, Rua Assenhiada, 102.

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One of 2 horse-power and the other of 5 horse power both used, and both of the Korting system, will be sold cheap for cash. Inquire at this office.

Collegio Americano Fluminense.

Persons desiring to matriculate their children will please communicate with the Directress,

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The Greatest Invention of Human Genius.

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It is specially adapted for amusement at home, or at receptions, etc.

THOMAS PRICE, Sole Agent.

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To let a bed room and sitting room; or bed room only with board, and near the sea baths; 4 lines of trans pass the door.

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Depot: ILHA DOS FERREIROS

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Furnished or unfurnished for single gentlemen. Cold baths and close for sea bathing. Trans passing door. Terms moderate. Rua Senador Vergueiro No. 41, corner of Travessa do Cruz Lima.

A man just arrived from Mexico, knowing the Spanish, French and Portuguese languages, wants a position as clerk, or correspondent in this city or the interior. Caixa do Correio No. 702.

Missing Friends.

DOUGLAS, John—of Dunkeld, who left Liverpool for Rio on board the sp. Cordillera March 1871. He was shortly after arrived employed on one of the railways leaving from Rio. Rio de Janeiro, April 1898.

THE "NICTHEROY."

To the Editor:

Sir.—If this celebrated ship could have sailed away immediately after her purchase for the United States government, we should have been very glad to have forgotten her. But like many another bad bargain, she will not let us forget.

It was seemingly enough to have her foisted upon this country as a cruiser at a fantastic price, but in the course of time we have her again transferred back to her old flag, at the same fantastic price, and through the agency of the very same commercial house! And then, in mockery of all the painting and polishing lavished upon her and of all the fine things said of her, she breaks down the very first time her machinery is started? How it happened that the ship was bought without a trial trip we do not know, for it is a test the navy department fully appreciates. Had such a trial been made, however, perhaps the ship would not have been bought and Mr. Flint's bill of \$250,000 against the Brazilian government would not have been paid.

As it is, the ship now belongs to the United States—if we may ignore the assertion lately made that she belongs to Messrs. Flint & Co.—and we hope, for our own credit, that she will be removed. Should she escape the Spaniards, perhaps Messrs. Flint & Co. may try and by have a chance to sell her to China, or to Turkey.

It must be confessed, however, that the future is not at all bright for her, for her machinery is not taking kindly to this uncustomed activity, and the employment of so many Spaniards to coal her is not conducive to longevity.

It is perhaps not politic to discuss such matters away from our own country, but something surely ought to be said of this peculiar transaction, and it deserves a thorough investigation. We do not for a moment suppose that the fault is here, but in all probability it is due to the influence at Washington of Mr. Flint and his influential associate in the first transaction.

Perhaps these lines may lead to some inquiry at home.

Yours, etc.

AMERICAN.

CURIOUS WEIGHTS AND MEASURES.

The following are some of the curiosities of weights and measures, as still used in various parts of the United Kingdom:

A stone weight is 14 lbs. of a living man, 8 of a slaughtered bullock, 16 of cheese, 5 of glass, 32 of hemp, 164 of flax at Belfast, and 21 of flax at Downpatrick. It is 14 pounds of wool as sold by the growers, and 15 as sold by the wool-sellers to each other.

A hundredweight may contain 100, 112 or 120 lbs. A hundredweight of pork is 8 lbs. heavier at Belfast than at Cork. A man may live by selling coal at a less price per ton than he paid for it at the pit's mouth. A ton of coal at the pit's mouth varies from 22 to 25 cwt. of 112 lbs. each.

A gallon is not a gallon. It is a wine gallon, or one of three different sorts of ale gallon, or a corn gallon, or a gallon of oil; and the gallon of oil means 7½ lbs. for train oil and 8 lbs. for some other oils. If you buy a pipe of wine, how much do you get? 93 gallons if Marsala, 92 if Madeira, 117 if Bucellus, 103 if Port, and 100 if Tenerife.

From The Financial News, March 19.

THE ANAPA AFFAIR.

Notwithstanding the assurances of M. Hanotaux recently in the chamber of deputies, France's difficulty with Brazil in regard to the ownership of the disputed No Man's Land between French Guiana and the Brazils is far from being in a satisfactory way of settlement. The two governments hope to see the matter adjusted by arbitration; but in the meantime the Brazilian governor of Pará is acting according to views of his own, and has organized a force to resist external French administration. Señor Salles, former Secretary of the Pará government, is making periodic administrative visits to Concani, Cachuport, Caravane and Mapa, inspecting this armed and uniformed force of Brazilian soldiers, which is massed at these various points on the pretext of being local police.

France can only protest in the meantime, as the Rio government has no check on the Pará authorities, owing to the peculiar nature of the constitution—until, of course, an international settlement of the dispute shall have been reached. The French colonists are irritated in learning that what they had begun to consider French interests are threatened between Oyapock and Araguay, and some of

them wish to effect a counter stroke against the presumptuous governor of Pará. This would be made by equipping the French colonists and constituting a police force in opposition to that of the Brazilians, and, as an additional measure, strengthening the emigrant French population by the dispatch of some Senegalese and Haoussas, well armed and ready to defend French rights. All this, of course, could hardly be otherwise than in a fight.

And there would be something worth fighting for. The disputed territory has lots of gold. Three years ago extensive placers were discovered in Caravane, and from Cayenne there was a rush of French prospectors to the new field. The gravel panned out well. In two years the yield, under rude conditions of mining, made thousands of miners rich. The value of the gold exported by way of Cayenne merely, and on which the French authorities levied a duty of 8 per cent, and a municipal octroi duty of 10¢ per kilo, amounted to \$1,000,000. How much escaped duty and left the country for Brazil, Venezuela, and elsewhere, it is hard to say.

It was at this juncture the Para government stepped in. They saw a lack of administration in the gold region, each man holding his claim by force, and to obtain a footing and ensure Brazilian supremacy they offered better facilities than the miners believed they were getting by the way of Cayenne. Soon the gold was diverted to Pará. The establishment of a Brazilian bank there followed, and the Brazilians, in fact, began to assert their title to the territory, including the yield of Caravane, in the total gold output of Brazil. It would be pretty hard for the government of Pará, then, to see the territory pass finally into French hands, and it would be no surprise, supposing the arbitration award were unfavorable to the Brazilians, if they should bid defiance to the authorities at Rio, and make an effort to keep hold of the coveted region by force.

From The Financial News, April 9th.

THE FALL IN THE RIO EXCHANGE.

A correspondent writes:—"The Brazilian lesson has made an official communication to the London press, wherein the fall of the price of coffee is stated to be one of the reasons of the present financial crisis. It may well be asked, when will the Brazilian government and its representatives in Europe look plain facts in the face and abstain from misleading statements?

"The effect of the crisis is that the paper milreis issued by the Brazilian government, instead of being worth 274, is actually worth less than 64. This tremendous decline is not due to the fall in the value of coffee, and it seems as childish to make such an assertion as it was childish to deny eighteen months ago the existence of a financial crisis after it was palpable, or, previous to that, blaming the English banks in Brazil for the persistent fall of exchange. Coffee has only declined sharply in value since February last year, whilst the value of the milreis has been falling continuously since the first year of the establishment of the Brazilian republic, and is due to nothing else than the unadministration of the country and the financial mismanagement since November 15, 1889, on which date the late Emperor was deposed.

"During the twenty years previous to 1889, the Brazilian exchange fluctuated between 744 and 284½ per milreis. Since then we find that in 1891 the financial state of the republic had already produced a record quotation of 10½, whilst now the value of the paper milreis has sunk as low as 64. I have before me a list of the coffee quotations since 1845, lately published in Havre. The present price of coffee of 35¢ is certainly the lowest on record. It compares with 66¢ in January last year, and with 87¢, 88¢, 101¢, 102¢, etc., in the years before. But in 1885 we find coffee quotations ruling between 45¢ and 55¢, and the milreis between 17½ and 19½. At the end of 1882 coffee was selling at 42¢ and 43¢, but the milreis was worth all through that year between 201 and 221.

"If words were deeds, and if the Brazilian government, instead of talking about import retrenchments and economies, would execute reforms, the exchange would not be at 64, which rate means that about 450 paper milreis must now be given to effect payment of 100 milreis in gold. And let me finally state that the fall in the price of coffee which has taken place within the last 12 months was the natural result of the enormous size of the crop, respecting which misstatements had been circulated, whilst the fact that a considerable extension of coffee cultivation had taken place had somehow been kept secret. Last season's Brazilian coffee crop had already been as much as 1,300,000 bags larger than the largest previous crop. This season's gigantic coffee crop will exceed last year's record growth by another 1,000,000 bags or more.

"It turned out that most of the estimates put forth were entirely wrong, that a considerable increase of cultivation had evidently taken place, the secret of which had been very well kept, and, as a result, nobody believes in the somewhat smaller estimates for next season's crop, the fear of a continuance of excessive supplies keeping the market depressed and the value of coffee low. Putting the saddle on the wrong horse is not a good way out of a difficulty; and it is somewhat strange that a man who cannot make both ends meet and lands in the court of bankruptcy should talk about insufficient income and the charges of his tradesmen who supplied him on credit whilst he squandered his income in unnecessary expenditure."

TELEGRAMS OF THE WEEK.

United States.

APRIL 25.—The President has authorized the creation of a war court to try prisoners of war, the president to be an American admiral assisted by three members of the supreme court, a member of the diplomatic corps and a competent commercial member. This tribunal is to have full powers, and its decisions will be communicated to all the foreign diplomatic representatives.

As it is likely the Spanish torpedo squadron may attack the *Oregon* and *Marietta*, that are to escort the *Netherland*, the American papers think it probable that government will double the escort by sending two other cruisers to Rio. It has been agreed between the U. S. government and the Cuban junta that Maximo Gomez is to attack Havana on the land side simultaneously with the American fleet from the sea.

The war-correspondents on board the *Smith* report that seeing a battleship entering Havana harbor, the *Opando* and other vessels weighed anchor and made ready for action supported by the batteries. The new-comer hoisting the Italian flag and proving to be the *Bassano*, the attitude was altered, salutes were exchanged, and she was allowed to enter.

The last cable uniting Cuba with Jamaica was cut by the *Mangrove*, and fished up by the *Puro*. News is now being transmitted from the latter ship. (This is not confirmed; the cable office here is not advised of any such act.—Eds.)

The *Cincinnati* has captured the steamer *Panama* and the steamer *Alvetele* laden with arms and provisions, and \$300,000 gold for the Bank of Havana.

The cruiser *Minneapolis* left Key-West in chase of two Spanish steamers that are bound for Porto Rico, in the hope of capturing them.

The U. S. minister to Mexico has delivered a note to the Mexican President, threatening to blockade the ports of Vera Cruz, Tampico, Acapulco and Mazatlan if the demonstrations against the United States are not prohibited.

The U. S. men-of-war *Iowa* has captured the Spanish steamer *Saturmino* with a valuable cargo aboard.

APRIL 26.—The official declaration of war voted by congress has a clause stating that war began on the 21st inst. when Sr. Gullon, the Spanish foreign minister, refused to receive the ultimatum presented by General Woodford.

The U. S. cruiser *Vesuvius* has managed to destroy some submarine mines with the object of facilitating the entrance of the American squadron into Havana harbor.

Maximo Gomez has written to Admiral Sampson saying that he will be at the gates of Havana this morning to act in combination with the American fleet.

The *Cincinnati* is chasing the Spanish steamer *Monserat* which endeavored to land troops in Havana.

The *Evening Telegram* announces that Admiral Sampson has commenced the bombardment of Havana, and that the forts are replying vigorously.

The U. S. cruisers *Columbia* and *New Orleans* are preparing to escort the transport *Paris* which is being harassed by a Spanish war vessel in the English channel.

This morning General Lee's expedition set out for Cuba with the intention of joining forces with Calixto Garcia near Matanzas.

It is reported in Washington that the Spanish war ships are provided with submarine bombs, the invention of Count Matti Pazzo, capable of destroying ships of war when striking them. The nature of the explosive is not known. [Pazzo means fool in Italian. We wonder if this telegram is meant to fool people.]

Nine millions of dollars have been voted for increased crews in the American war vessels.

APRIL 27.—The government has received official communications of neutrality from Argentina, Belgium, Brazil, Columbia, France, Great Britain, Holland, Italy, Japan, Mexico, Portugal, Russia, Sweden and Norway and Switzerland.

President McKinley has officially notified the neutral powers that the U. S. fleet have established a strict blockade along the Cuban coast from Bahia Honda to Remedios, a distance of 240 miles. The blockade being complete and in accordance with the stipulations of the treaty of Paris, the fleet is authorized to employ all the arts of war deemed necessary for the interception of contraband of war, its actions being submitted in due course for the approval of the recently constituted war court.

It is reported from Havana that the German admiral on the station is opposed to the bombardment of Havana.

Matanzas was bombarded by the American ships *New York*, *Cincinnati* and *Puritan* to-day and is reported to have been destroyed. Reliable particulars are anxiously awaited. The ships are said to have fired 300 shots and the forts only 20.

Admiral Sampson has set at liberty a Spanish lieutenant taken prisoner on board the *Panama* to enable him to return to his sick wife, but on condition that he will not again bear arms against the U. States.

A pitched battle is imminent between the Cuban insurgents investing Havana and the Spanish troops under General Pando.

The foreign consuls in Cuba have issued advices to their countrymen to leave Cuba.

Confusing telegrams have been received about the s. s. *Guido*. The Havana telegram says that the American armor-clad *Terror* captured the Spanish steamer *Guido* taking troops to Havana, and laden with provisions and money for the Cuban garrison. A Galveston

telegram says that the American steamer *Guido* fitted out for war was brought in to Key-West with four shot holes through its hull sustained while passing through a Spanish squadron, the captain in his confusion ordering full steam ahead when fired at. (Both telegrams look very like whales, and we are left in doubt as to whether there are two *Guidos* or two numbskulls. What is meant is evidently the Spanish ship *Guido* of 2065 tons burden.—Eds.)

Fifty thousand men have enlisted in the national guard during the present week.

The crew of the *Mangrove* have been awarded 20,000 pesetas each for the capture of the *Panama*. (A previous telegram stated that the *Panama* was captured by the *Cincinnati*, and was sent in under convoy of the *Mangrove*.)

A daughter of the late Jay Gould has offered the government 100,000 dollars.

APRIL 28.—The opinion in British military circles is that the first duty of the American fleet naturally was to cut the cables between Cuba and Europe.

The *Times* and *Standard* publish telegrams from Rome and Madrid stating that complications are likely to arise between Italy and Spain owing to the latter power ordering its war ships in the Gulf of Lyons to inspect all vessels suspected of contraband and seize all illegitimate cargo. Italy insists that coal is an article of free commerce, and Spain regards coal as contraband of war. The Italian government has sent an official protest to Madrid.

APRIL 29.—The lights in the various light-houses along the coast of the United States are now put out shortly after midnight, to prevent night attacks by the enemy's fleet.

The *New York Herald* correspondent with the fleet in Cuban waters telegraphs that after a sharp cannonading against Matanzas which was weakly replied to, the senior officer commanding the *New York* suspecting from the silence of the Matanzas batteries that some trap was being laid for him, and having notice of the approach of Spanish torpedo boats, made signal to the *Cincinnati* and *Puritan* to follow him to sea. The *New York* with her 8,200 tons displacement could not enter into the shallow bay of Matanzas, and even the *Cincinnati* displacing 3,213 tons was in action nearly keel aground. Under such circumstances, the senior officer considered it unwise to expose his ships to attack by a torpedo flotilla of great speed and light draught—hence the incompleteness of the bombardment.

Telegrams from the *Smith* say that Admiral Sampson will again bombard Matanzas to-morrow with a view of occupying it. Maximo Gomez will attack it from the land side simultaneously with the bombardment. Once taken Matanzas will be proclaimed the capital of the Cuban republic. [We find it difficult to reconcile this last statement with the text of President McKinley's historic message.]

The *New York Herald's* version of the *Guido* affair, is that the *Terror* seeing the *Guido* trying to run the blockade eluded her, and the *Guido* being faster would have escaped had not the *Terror* opened fire and destroyed her helm. Rendered helpless, the Spanish vessel surrendered, with many officers, 800 soldiers and 2,000 tons of provisions on board.

The *Terror* and the gunboat *Machias* bombarded Cardenas for two hours to-day, the Spanish batteries replying weakly. The result is not yet known.

In Washington, experts are studying a plan of action to take Havana without bombarding it, so as to preserve it intact for the Cubans.

The American flying squadron have received orders to leave Key West to intercept the Spanish torpedo squadron coming from St. Vincent. An encounter is considered inevitable.

The town of Tampa, Fla., is full of troops awaiting transport. 15,000 are expected to leave to-morrow to land at Matanzas.

A U. S. cruiser and two torpedo boats have been sent to Cienfuegos to prevent the *Montserat* landing Spanish artillery there.

The *New York Tribune* says that provisions are running short in Havana, and that the people are suffering all the privations of a close siege with the additional scourge of yellow fever.

Several people have been arrested as spies and as connected with the explosion of the smokeless powder factory in San Francisco.

Last night there was at terrible explosion in New York, the dangerous cargo depot of one of the transatlantic companies being blown up. Details are wanting.

A Washington telegram states that Maximo Gomez and Calixto Garcia have refused to command American troops, preferring to leave them to the command of one of their own generals. [We distinctly refuse to believe such an offer was ever made to them, as it is against all established rule in that case made and provided.]

A court-martial in New Orleans has sentenced to death a man named John Walzer for taking photographs of forts for the purpose of selling them to the enemy.

The U. S. government has telegraphed to its representatives in Argentina and Uruguay to protest against the *Tenerio* being allowed to remain in the River Plate, as she is spying on American war ships.

A Yokohama despatch states that the Japanese papers have been pressing their government to lend two war ships to the U. States for service against Spain. [Japan has declared a strict neutrality.]

APRIL 30.—The U. S. government has decreed a strict censorship on telegrams.

The battle ship *New York* bombarded Cabañas in Havana harbor for fifteen minutes to-day.

The rumor is current that the American plan of campaign has been betrayed to the Spaniards. Public opinion is very much irritated, and demands a searching enquiry as to who is the traitor.

The Cuban insurgents being desirous of saving North American troops from the ravages of yellow fever, signified to the U. S. government their desire to fight alone on land. President McKinley dissented on the ground that epidemics are counted amongst the risks of war. (We fancy President McKinley has heard less of this matter than we have.)

An Spanish ex-steward named Carlos Iglesias was found near the powder magazine of the *Puritan* with a piece of tow steeped in turpentine in his hand, and was instantly shot. The authorities deny the fact and state that Iglesias was made prisoner because he had become mad.

The strategic commission doubts the likelihood of Spanish war ships attempting to bombard the American coast. The same commission advises the capture of the Canary islands, after sufficient troops are landed in Cuba.

MAY 1.—From the *Smith* it is reported that torpedo boats cannonaded the Spanish war transport *Ligera* and destroyed her masts in Cardenas bay, but had to retire as darkness set in.

The *New York* and the war-transport *Porter* bombarded Cienfuegos for a short while to-day but received no reply.

The authorities conceal from the reporters the day fixed for the landing of troops in Cuba. (They are evidently of the same opinion as Lord Wolsley that "war-correspondents are the plagues of modern armies.")

An attempt was made at Portland, Maine, to blow up the war-transport *Danilo* with dynamite. The criminal is supposed to be either a Spaniard or Mexican.

The news is confirmed that Marshal Blanco, has ordered the evacuation of the outlying forts on the land side of Havana and concentrated his forces on the coast. The villages outside the town have been destroyed, and all the cattle and provisions confiscated.

Eighteen train loads of troops arrived at Tampa, Florida, and the men were immediately embarked on board transports for Cuba. General Shafter and Lee are in command. The greatest enthusiasm prevails. In addition to soldiers, two batteries of artillery, a great quantity of ammunition, stores and ambulance necessities have been shipped. Reporters who wished to accompany the forces were refused permission. This expedition will be landed at Matanzas or Cardenas.

The American journals complain that the late Spanish minister to Washington, Sr. Polo y Barrio is organizing a corps of spies from Canada, and call for his expulsion by the British government.

A *New York* telegram says that "bank notes" have fallen 80% in value in the island of Cuba. (This may mean that Spanish paper has depreciated to that extent, or that the price of provisions has reduced the purchasing value of gold.)

The report is current in Washington that France and Germany protest against the capture of the Philippine islands by the United States, basing their opposition on the ground that the war should be limited to Cuba, which was the object of its declaration. (This telegram must have issued from a very young hand. The United States, to protect Cuba and civilization declared war against Spain as a whole. She could not declare war against only a part of Spain.)

Great Britain.

APRIL 25.—The *Times* in an energetic article protests against the action of the Americans in cutting the cable connection with Cuba, as the cables belong to English companies. It excitedly declares that the British may make reprisals by cutting American cables.

Lord Salisbury is carefully studying the attitude he should assume with reference to the purchases of coal and ships made in Newcastle by the U. S. and Spain.

The *Morning Post* published a telegram from Madrid stating that many of the war party there, in revenge for the annexation of Mexican territory by the United States, have organized hostile demonstrations against that country. They have publicly opened volunteer enrolling offices, and many Mexican officers have asked for extraordinary leave to enable them to fight for Spain.

An increase of the discount rate of the Bank of England to 5%, is said to be imminent, owing to the withdrawal of American capital in gold.

APRIL 26.—The *Times* says that the best way for the Spaniards to defend Havana would be for the Spanish fleet to oblige the American fleet to fight on the high seas and attack it with all its torpedo boats.

Experts in the art of war strongly condemn the detention of the Spanish torpedo fleet at St. Vincent, when its presence is required in Cuba.

At the request of the Spanish consul in Hong Kong, the British authorities gave notice to the American admiral to leave the anchorage. The American consul protested. The squadron has left for the Philippines.

The price of wheat is rising in the London market in consequence of the Hispano-American war.

APRIL 29.—The *Times* in an editorial article to-day says it seems impossible for Spain to succor Havana, as all her transports are falling into the hands of the Americans.

A despatch from Madrid published in the *Times* states that the turn of affairs has caused

great surprise in Spain, that country not being prepared for such a war. Owing to the improvidence of the government, Havana is not sufficiently provisioned for the soldiers there, without considering the native population. Further, that many ships of the Spanish navy have not been provided with their full armament.

The London papers protest strongly against the Spanish ambassador there being allowed to raise subscriptions against the Americans. The government will be questioned in the House of Commons on the subject.

APRIL 30.—Up to midnight, the great London papers have not received telegrams from their correspondents in Havana and New York.

There were twelve deaths from the tubercle pest in Calcutta to-day. The authorities issued strict sanitary orders, against which the natives rebelled. In a struggle over the enforcement of the orders, nine people were killed and 43 wounded.

A meeting of journalists was held in the Press club in London to-day, at which it was said that all telegrams of Spanish origin came from official sources as the government exercises the strictest censorship over telegrams.

American telegrams were also declared untrustworthy, as at Key West all telegrams are carefully read, and only those deemed favorable are forwarded.

A steamer about to start for New York with a cargo of coal from Newcastle was stopped at the request of the Spanish consul and obliged to unload.

The American war ships are hourly expected to bombard the port of Cavite in the Philippines. The bankers of Manila have sought refuge on board the ships of their nationalities taking their valuables with them.

The rumor is current that Germany will prohibit the bombardment of Manila, but will permit American troops to land. (What has Germany got to do with it any way?—Eds.)

MAY 1.—A Hong Kong telegram says that a heavy gale prevented the U. S. squadron from opening up communications with the Philippine insurgents. It adds that the American fleet have captured seven Spanish barks, and cut part of the cable communication with the islands.

There is a rumor that a terrible conflict has taken place off Manila between the American and Spanish squadrons, in which the Americans were victorious, and the commander of the *Reina Cristina* was killed.

A telegram from Washington received in London and published with all reserve, says that Admiral Dewey's squadron has destroyed a number of Spanish war ships in the Philippines. More than 2,000 Spaniards are said to have been killed, the Americans losing 500 men killed or drowned, and two ships. From Madrid it is stated that the government have received no official information with reference to this encounter.

From Madrid it is said the Spanish war ships in the Philippines, anchored at Cavite in Manila Bay, are prepared for immediate action. The greatest enthusiasm reigns amongst the crews and garrison.

France.

APRIL 25.—*La Presse* announces that Pierre Loti, the eminent French writer and member of the Academie Française, has gone to Spain to offer his services as a naval officer. His real name is Julien Viaud.

Henri Rochefort, the editor of *L'Intransigeant*, telegraphed to U. S. minister Morgan that in France only the moderate republicans and the government party sympathized with Spain, while the radical republicans were in favor of the United States.

APRIL 26.—M. Meline assured the council of ministers that the supply of wheat is in no way endangered owing to the war.

France has issued a declaration of strict and impartial neutrality similar to the one she made at the opening of the Russo-Turkish war in 1877.

Spain.

APRIL 25.—A decree signed by the Queen-regent ordered all citizens of the United States out of Spain within five days. The Madrid papers say this decree does not mean a declaration of war on the part of Spain, but is a reply to the opening of hostilities by the States.

The news that the Spanish fleet is approaching has caused the wildest enthusiasm in Havana.

Marshal Blanco has revoked the exemption of doctors and lawyers from military service and forced all to take up arms.

The Spanish government decided at the last hour not to renounce its right to issue letters of mark to all who apply for them, as it was not a signatory to the Treaty of Paris which prohibits privateering. Several captains of French merchant ships have applied for these letters.

From Madrid it is reported that many officers of the Austrian reserve have offered their services to Spain.

Great excitement has been caused in Madrid by an article in *L'Italia*, the organ of the Italian foreign minister, declaring in favor of the United States, and recognising that the Americans are fighting for justice and civilisation.

American emissaries have landed in the Philippines and are stirring the ex-chiefs of the revolution to revolt, and furnishing them with arms, ammunition and money. The officers of the Spanish garrison announce their determination to expend even the last cartridge against the Americans.

The finance minister, Sr. Lopez Puigercerver, has asked authorisation from the chamber of deputies for the negotiation of all necessary loans during the war, for the levying of new

taxes, and to raise the circulation of Bank of Spain notes to two billions of pesetas.

APRIL 26.—The Spanish torpedo fleet is ready to start from St. Vincent. The boats have been painted a dark color. Great enthusiasm reigns amongst the crews.

Cuban refugees arrived at Kingston, Jamaica, say that famine threatens Havana, as its stores of provisions will be exhausted within eight days. No credence is given to their statements.

APRIL 28.—General Printo de Rivera, governor of the Philippine islands has issued a proclamation to the people in which he says: "The North Americans have merited social execration, as they have exhausted our patience by their perfidies, machinations, lies and disregard of international treaties. Our struggle will be short but decisive. The God of victory will aid the right. Spain has the sympathy of all nations and will conquer, humiliating the North American adventurers who are an inchoate people without history and without traditions; infamous, ungrateful, insolent, lying, cowardly, cynical." The proclamation wound up with an eulogy of Spanish valor, with threatening death to the party for surrender, and calling to arms all capable of service. (We have translated the above telegram from the columns of a native colleague. We strongly doubt its authenticity, but give it as a sample of how war news is dishied up.—Ed.)

The Madrid press doubts the importance of the news about the bombardment of Matanzas, and say it is known there that the American war vessels quickly left the roadstead and have not since been seen.

The captain of the *Montserrat* has been decorated by the Spanish government and granted a pension of 80 pesetas god per month for life for his successful landing of Spanish troops, ammunition and provisions in Cuba.

The Spanish torpedo boats that were obliged to put back to St. Vincent with damaged machinery were the *Pluton*, *Aricle*, and *Rayo*. (The *Aricle* is English built, and supposed to be a model of her class.)

APRIL 29.—From Madrid it is reported that the Austrian and French consuls in Matanzas have protested against the bombardment of that town without the agreed 24 hours previous notice.

This may be true, but we cannot quite understand why it is this news comes from Madrid, as all cables between Cuba and outside places are reported to have been cut, and the cut ends on board United States vessels. Even had the telegram purported to come from New York or Key West, we fail to see how the protest was communicated to the telegraph ships so far away in so short a time, in case the cable is cut. (Rds.)

Two Spanish torpedo-boat destroyers are watching the entrance of the Mediterranean in the hope of catching American merchantmen.

The captains of the Spanish transatlantic liners have notified their readiness to take mails to Havana and deliver them in spite of the blockade.

Marshall Blanco reports that Matanzas was bombarded, but says that no damage was done, while the garrison repelled a simultaneous land attack under Bittencourt.

General Correa, the minister of war, informed the chamber of deputies that the bombardment of Matanzas was entirely without damaging result to town or forts, and that one of the attacking ships was struck by a Spanish shot.

A Madrid telegram says that the press state the only death occasioned by the bombardment was that of a nurse.

General Weyler, in the course of a long speech in the senate, insisted on the Spanish navy taking the offensive.

Three of the torpedo fleet have had to return to St. Vincent, having sustained damage on the high seas and being unable to proceed.

MAY 1.—The news is confirmed from Madrid, that an American squadron has gone to intercept the Spanish torpedo flotilla that recently left St. Vincent.

Official reports from Havana say that the American squadron fired 70 shots at the Spanish transport *Ligera* in Cardenas roads without striking her.

Italy.

APRIL 25.—Replying to a question in the chamber of deputies, the foreign minister, Visconti Venosta, declared that the United States would respect all the established practices of international maritime law regarding neutral vessels. He added that although Spain had not yet declared a like intention, it was known that the powers were determined to make her respect the laws of navigation.

Further questioned, he said strict neutrality forbade Italy to sell the *Garibaldi* to Spain, but did not interfere with the sale of the *Varesse* to the Argentine republic.

The Italian government appears decided not to consider coal as contraband of war, in which case American ships in the Mediterranean can coal in Italian ports.

The socialist paper *Avanti* bitterly attacks Count Antonelli, the Italian minister to Brazil, for desiring to promote the emigration of Italians to Brazil. The *Secolo* and other papers blame Count Antonelli for the optimistic view he takes of the position of Italian colonists in Brazil.

Portugal.

APRIL 25.—The U. S. minister has made a formal protest to the King of Portugal against the permission given to the Spanish squadron to remain at St. Vincent, Cape Verde islands, such permission being a breach of neutrality which may cause reprisals.

APRIL 26.—The departure of the Spanish torpedo boats from St. Vincent is due to the

strong protest of the American minister to the government, the latter wishing to avoid the slightest suspicion of violating its neutrality. Twenty-four hours notice was given.

APRIL 29.—The official declaration of neutrality published by Portugal prohibits Portuguese vessels to accept letters of mark as privateers, and forbids the movements of belligerent ships in Portuguese waters to be telegraphed abroad.

The opposition press persists in stating, in spite of official denial, that President McKinley sent an ultimatum threatening to consider Portugal as allied to Spain if the Spanish vessels were allowed to remain at St. Vincent.

River Plate.

APRIL 24.—The U. S. legation has protested to the Argentine foreign minister against the demonstrations of sympathy for Spain made in Argentina by excited crowds.

APRIL 26.—The Spanish gunboat *Tenecario* is still lying at the outer anchorage.

Dr. Alcora, the Argentine foreign minister, replying to the protest of the American legation, stated that his government would prevent all demonstrations offensive to the dignity of the belligerent nations.

President Cuestas of Uruguay has forbidden the military to appear at any meetings for or against Spain or the United States.

APRIL 29.—The *Diario* of Buenos Aires is pressing the Argentine government to initiate the action of Uruguay and refuse to consider coal as contraband of war.

The *Tenecario* is still in the outer anchorage. It is thought that once the *Oregon* has passed, she will endeavor to rejoin the Spanish fleet. (It must have been pluck that kept her there so long. It surely could not have been funk.)

GREAT NAVAL BATTLE OFF MANILLA

Great American Victory.

Crushing defeat of the Spanish Fleet.

MAY 2.—An official telegram from Manila received in Madrid to-day from Admiral Montojo, the Spanish admiral on the Philippine station, confirms the news in a Hong Kong telegram of yesterday's date of a great naval battle in Manila harbor between the Spanish and American squadrons, in which the former suffered terrible loss.

The American squadron under Admiral George Dewey consisting of the *Olympia* (flagship), *Baltimore* and *Raleigh* with a convoy of armed transports supposed to be the *City of Sydney*, *Peru*, *Colum* and *Ascalapito*, were sighted off the island of Subi as night was closing in. The Spanish admiral made preparations for an engagement the following day, and held his ships under steam and in readiness close under the forts of Cavite, a town situated about half way between the entrance of the harbor and the stronghold of Manila. Admiral Dewey did not, however, act in accordance with the ideas of Admiral Montojo. At midnight his ships unexpectedly passed over the mined entrance of the harbor, and steamed up to the enemy's vessels, to which they immediately gave battle, the *Olympia* and *Raleigh* leading the way into action. The forts of Cavite supported the fire of the Spanish men-of-war, and when day broke the fight was general. To neutralize the cross fire from ships and forts to which he was exposed, and in spite of his numerical inferiority to the Spaniards, Admiral Dewey with the greatest daring closed in with the enemy's ships, so that it was difficult for the forts to fire without damaging their friends. The first great result of the fight was obtained by the *Baltimore*, which succeeded in setting fire to the flagship *Reina Cristina* which soon sank, her captain Cardosa preferring to go down with her rather than desert his ship. Admiral Montojo, as soon as he found her sinking, transferred his command to the *Isla de Cuba*. At 9 o'clock in the morning, there was a temporary cessation of hostilities, which, however, were resumed after the American vessels had made some requisite maneuvers in the harbor.

The Spanish cruiser *Castilla* was shortly afterwards blown up by a shell, and the *Don Juan de Austria* was driven aground by a torpedo boat. The Spanish gunboat *Minidano* was next placed *hors de combat*, and the cruiser *Antonio Ulloa* and the *Maniteno* were shortly afterwards rendered useless. The damages sustained on both sides were great, but while six Spanish ships were completely or partially destroyed, the victorious American admiral was able to retire with his ships to the high seas. The impossibility of effecting repairs to the American vessels caused operations to be suspended. Admiral Dewey not wishing to pursue the beaten Spaniards to the bay of Bacor in his crippled condition.

The Spanish squadron is reported as being almost annihilated, as the Spaniards themselves ran some of their ships aground to prevent them falling into the hands of the Americans.

No exact statement of the numbers of killed and wounded on both sides have yet come to hand, but they are estimated as being 2,000 between killed, drowned and wounded on the Spanish side, and over 500 on the side of the Americans.

The news of the victory was received throughout the states with the greatest rejoicing, the streets being draped with flags. In Spain, the news of the defeat gave rise to great dismay and excited crowds were invoking vengeance on the ministers.

For the information of our readers we give the following particulars of the ships engaged in the battle of Cavite, which is likely to become famous in the annals of modern naval warfare.

The *Olympia* is a first rate battle ship of the protected-cruiser type. She was launched in 1892. Her displacement is 5,870 tons, and horse power 17,313 which enables her to run her 20 knots an hour with forced draught. Her hull is of steel, and she carries four 8-inch guns, ten 5-inch quick-firing guns, twenty four smaller quick-firing guns and six torpedo ejectors.

The *Raleigh* is a second rate protected cruiser, launched in 1892. Her displacement is 2,213 tons, indicated horse power 10,000, and speed 19 knots. Her armament consists of one 6-inch, ten 5-inch and 14 smaller guns, all quick firing. She also carries 4 torpedo ejectors.

The *Baltimore* is also a second rate protected cruiser of a larger and older type than the *Raleigh*, having been built in 1888. She has, however, been refitted recently at Mare Island, California. Her displacement is 4,413 tons, horse power 10,064 and speed 19 knots. Her guns are four 8-inch, six 6-inch, and 14 smaller quick firing guns.

The ill-fated *Reina Cristina* was a steel protected cruiser of the second class, and was more or less well matched with her coaquor, the *Baltimore*. She was launched in 1886, displaced 3,520 tons and carried six 6-inch guns, two 4-inch, and 13 smaller quick-firing guns.

The *Castillo* built in 1887 displaced 3,432 tons and was armed with four Krupp 5-inch guns, two 4-inch, and 16 smaller guns. She was a composite cruiser.

The *Don Juan de Austria*, built in 1887 was an iron third-class cruiser, with 1,130 tons displacement. She had four 5-inch Krupp guns and ten smaller quick-firing guns.

The *Minidano* and *Maniteno* were two small gunboats of the second class.

The *Antonio Ulloa*, which was greatly battered, is a small iron cruiser of 1,130 tons displacement, built in 1887, with four 5-inch guns on board, and 9 quick-firing guns.

The *Isla de Cuba*, to which Admiral Montojo transferred his flag, is a steel cruiser built in England, of the same size as the *Antonio Ulloa* but slightly better armed.

THE RIO NEWS

PUBLISHED WEEKLY.

A. J. LAMOCUREUX, Editor and Proprietor.

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RIO DE JANEIRO, MAY 3rd, 1898.

LAST week we took occasion to recommend Brazil to produce more foodstuffs. The present increase in prices ought not to continue long, as it is highly improbable that the war between the United States and Spain will diminish production in the former country. A comparatively small army will be all that is required in Cuba, and this will hardly be felt by the industries of the United States. The war will be fought out at sea, and while it may be costly, it is not likely to be very destructive in life. It is our belief, therefore, that the production of foodstuffs in the United States will not be diminished to any great extent. As for coal, prices cannot possibly be maintained at the high prices now quoted. There will be an increased consumption and increased waste, as a matter of course, and these may naturally be expected to force up prices somewhat, but, outside of that production and consumption will go on as before and prices will very soon return to their normal level. But all this detracts nothing from the advice which we give. Brazil can easily produce many of the products which she is now importing from foreign countries. It has become difficult enough for the people to pay for these products even at old prices, and now

that many of these have become dearer, even temporarily, the difficulty has become all the greater. For this reason alone the production of foodstuffs should be encouraged. Then there is the further reason of improving the financial situation, now so critical. It should be borne in mind that every new national product which can be made to take the place of the imported article, contributes something toward reducing that adverse balance of payments which is doing the country so much harm. Every pound sterling cut off from current remittances helps on the right side, and the whole country can contribute something to this end. We are advised that planters are already increasing their production of various food products, and we sincerely hope that their example will be imitated everywhere throughout the country.

THE continued scarcity of water in this city merits more attention than it is receiving. After all the money expended upon the Rio d'Ouro water-works we certainly ought to have a liberal supply, and in our opinion we would have were the distribution better. As it is the wastage probably equals the consumption, for it is a common thing to see open taps with the water running to waste all day, while in adjoining streets not enough is furnished to meet the most urgent household necessities. That a scarcity of water is a prime cause of fever, every one knows, and that the fever is a great obstacle to the prosperity of this city, everyone will admit. This being true, why is no effort made to improve the water supply? We do not need to purchase any more lands and rivers, nor to lay any more mains. All we need is to have our present supply properly protected and distributed. And we need a little justice appended to the matter, so that the householder who does not get what is due him is excused from paying for it. Perhaps the best way to settle the difficulty will be to put in water meters, in which case the persons who now receive much more than they are paying for, will be compelled to waste less water, and others will then have a better chance at it. Then there is another question, and a very important one. Much of our water supply comes from the ranges of hills in and around the city, not only by means of surface conduits, but also by means of tunnels, called *minas*, run into the hill-sides to tap subterranean sources. Owing to the unpardonable negligence of our city government, the hillsides are being steadily stripped of trees and vegetation, and their water sources are drying up. This will make a very great difference in the water supply. It ought to be seen that to strip a hillside of its vegetation, means a rapid drainage of its surface during rains, there being nothing to impede the flow of water. The rains do not soak into the earth, therefore, but flow away on the surface. This not only diminishes our water supply, but it fails to nourish a new vegetation, increases the temperature, diminishes the rainfall, and renders the locality less healthy and less desirable as a place of residence. Rio de Janeiro should be a city of large parks, shaded streets and wooded hillsides. Every tree should be carefully protected, and new ones should be planted in every exposed spot. Instead of building a municipal theatre, which will serve no good purpose whatever, the municipality would do much better to plant trees and insure for us a better water supply.

THE present war between Spain and the United States is apparently destined to mark a new epoch in the history of the world. It is the first great naval war since the adoption of steam and the creation of the modern ironclad warship. The war between Chili and Peru gave us one well fought engagement between single ironclads, and the war between China and Japan gave us a great battle between a squadron on the one side, and a fortified port assisted by a few ironclads on the other

side. But both wars were greatly restricted in scope and involved no extended operations at sea. In the present war we have hostile squadrons facing each other on opposite sides of the world, we have simultaneous attacks on Cuba and the Philippines, and we have squadrons at sea in search of an advantageous opportunity to engage each other. At the outset the naval strength of the two countries is about equal, though the reserve power of the United States in population and wealth is much the greater. The epoch-making influence of the war, in our opinion, will be mainly expended upon the United States. That country is ambitious to extend its foreign commerce, and like Great Britain, it will employ all its strength and astuteness to attain success in that direction. The American is also ambitious to possess a strong navy, and has lately been building modern warships with feverish haste. This war will afford a test of what he has accomplished; it will give him confidence in his own powers, and will increase his ambition. But the important factor is not that of success in combat, but of readiness, of having all the elements of success at his disposal in any part of the world. Following the lead of those powers who are seeking to restrict the scene of operations between the two belligerent nations, the great majority of nations is supposed to have agreed to declare coal a "contraband of war." This is designed to keep each power near its base of supplies. In fact, under such a rule there is but one nation now prepared to carry on a great naval war. Other nations will not be slow to see the necessity of possessing naval stations in other part of the world, and we may feel assured that the United States will not be the last to carry such a purpose into effect. This will force that country into a new policy—that of pushing her fortunes abroad. If she can not buy coal in foreign seas in time of war, then she will want coaling stations of her own, and we may therefore be prepared to see her acquiring islands and ports for that purpose. Should she retain an island in the Philippines, another in the West Indies, perhaps one in the Mediterranean, from the spoils of this war, it will be due to the declaration that coal is a contraband of war, and to nothing else.

BROTHER JONATHAN has apparently taken off his linen "duster" and has settled down to work. It will be well to make a note of this, for he is not infrequently credited with an aptitude for talk rather than work. But in an emergency it is evident that he can settle down to vigorous action as well.

We must still entertain doubts as to the accuracy of the telegrams in regard to German intervention, and the declaration of William that he would use force to prevent the bombardment of Havana and Manila. It would be so inexcusable to find it very difficult to find justification for it, and he must know that he would be told without a moment's delay that it is no affair of his. Rash and erratic as the Emperor of Germany may be, he is keenly alive to the consequences of such a controversy, and we do not believe that he would make the mistake attributed to him.

ONE of our exchanges asks in evident seriousness: "Should Australia grow no hair?" The spelling seems to be a little at fault, but for all that we are quite willing to give the world the benefit of our candid opinion? If Australia wishes to grow more hair, there can't be the slightest objection to it. We give our consent at once. It is an article of much importance in back alley warfare, but is not considered contraband, as yet. The aboriginal Australian was quite celebrated for his fine crop of hair. In fact he seemed to have no hair than head. We can't say that it profited him much, but it was probably a source of comfort to him, as well as a pleasure and an occupation. If now the modern Australian wants no hair, let him have it; but he must not imitate his predecessor in the matter of clothes if he wants us to come and see him.

ACCORDING to a Sunday's telegram the *Temeraio* is going into dock at La Plata for repairs. Smalwyt says it reminds him of the *Tiradentes* at Montevideo during the naval revolt, which always went into dock whenever an emergency arose. Of course, the object was to prepare the ship for action, in which the commanding officer was resolved to render a good account of himself. There is this: your enemy may not wait for you! But, says

Smalwyt, that is the enemy's fault; if he wants to fight, then he should wait for us to come out. If he hurries away, then we may conclude that he is afraid. To insist on an immediate engagement for the mere satisfaction of snatching things and hurting somebody, is savage and uncivilized. A battle now-a-days should be like a modern French duel. There should be elaborate preparation, eloquent discussion, and strict observance of the rules. A few harmless shots should be exchanged, no one hurt, nothing snatched, honor satisfied, reconciliation, and then home to breakfast. And then, says Smalwyt, we could all be soldiers, wear gaudy uniforms, enjoy special privileges, draw two salaries, get clock full of glory, and preserve a whole skin.

THE LATEST INTELLIGENCE.

The task of collecting the most interesting war telegrams as they appear in each day's papers, and comparing them afterwards with what is known to have actually occurred, might prove highly diverting to any one possessed of the requisite curiosity and leisure to undertake it.

For example, to judge by some of the acts attributed to the *potencias extranjeras*, one might imagine that those mysterious entities dwell in some olympian altitude in peace and unity together, despatching "intimations," "warnings," and "threats" to the world straight, and having a good time generally among themselves.

One day we hear that the *potencias extranjeras* have forbidden England to sell red herrings (I think it was) to the combatants, on the ground that they are contraband of war; next that the same powers intend to protest against the cutting of the local telegraphic cables by the Americans, as a violation of international right.

Following the views of these eccentric proceedings on the part of the *potencias extranjeras*, comes word to the effect that England has issued a proclamation of neutrality in the coming struggle, to which, according to "milo papers," is added, by way of appendix, the statement that "coal will not be considered contraband of war." On the same date we are informed with the brevity of urgency: "Roma, 26.—*Italia non considera il carbao come contrabando di guerra.*" The worthy telegraphers seem to forget that it does not matter a straw what either England or Italy "considers" on the subject, seeing that, according to international law and practice, the decision as to what constitutes contraband rests with the admiralty courts of the nations engaged, and with no one else.

As to the cutting of the cables, the protest referred to, if it was made, would seem like striking at a quail and swallowing a camel. American jurists having declared it to be their opinion that the war itself is in direct violation of the first principles of international law. Therefore, if the Americans are to be allowed to wage it without protest, there appears to be no reason why they should be protested at for adopting so obviously necessary a measure as the cutting of the enemy's communications telegraphic or other. When two men fight in presence of a crowd of onlookers, they can hardly be expected to stop and apologise if they happen to tread on a toe or two here and there.

We are in presence of what is called in newspaper jargon an accomplished fact. A state of war exists between Spain and the United States, and warlike things will of course be done. One end of the cable at least—the Havana end—belongs to the Americans if they can get hold of it. Why should they not cut it, if they find it convenient to do so? If the telegraph companies object, then let them take their cables out of the way. It is scarcely likely that either side is going to let itself be hanged with a submarine cable to please the directors of a telegraph company! Every one knows the story of the Scotchman and the Irishman who bought a horse between them. The Scotchman wished to work it in a cart, the Irishman to race it. The former insisted on his view. "All right," said the Irishman, "you can do what you please with your end of him; I'm going to shoot mine!" The case of the cables is much the same.

Again, we were repeatedly told that Austria had consented to sell four powerful ironclads to the Spaniards. A telegram dated Vienna, 25, informed us, rather superfluously, that "the news that Austria will cede four powerful warships to the Spanish government confirms the good will entertained by the Emperor Francis Joseph towards Spain." One would think so, certainly, as the four ironclads named—for their names were given—must constitute the flower of the Austrian navy, and be probably worth the whole Spanish fleet put together. The arrangement always seemed improbable in my humble judgment, because, for one thing, the chief of the Triple Alliance, one William von Hohenzoellern, is not understood to favor a policy of heavy reduction in naval armament.

On the 27th, out came two telegrams, one top of the other, and both dated Vienna: the first confirming the news of the sale of the ironclads, the second stating that the business was "off," having been stopped at the last moment because the Austrian minister of marine had threatened to resign if it were persisted in.

If the Austrian minister of marine be considered of more importance to the Austrian navy than four powerful ironclads he must indeed be quite a naval host in himself! But if not, one would imagine that H. L. M. Francis Joseph might have so far unbent as to recommend his minister of marine to resign, and be

—thankful it was no worse! But one of the best telegrams of the season came out in to-day's papers:

"Rio, 27, 5.40 p.m.—The United States have despatched a note prohibiting (sic) manifestations favorable to Spain in the republics of Central and South America. There can be no doubt that President McKinley must be almost broken-hearted when he hears of such manifestations. Probably he cannot hear a rocket go up without giving a nervous jump, as he thinks how many such must be being let off in the republics of Central and South America in honor of Spain. No wonder he has commanded them all to stop manifesting! *Sic volo, hoc jubeo!* Down go all the flags and fireworks, silenced are the bands of music, the patriotic discourses, the *vivas*,—and the President sleeps once more!

I shall wait with interest to see what part the hundred and first class battleship "*Smith*," with the newspapermen on board, takes in the fray. The Spaniards had better not meddle with her or they may get the worst of the encounter. Thanks to the enterprise of the Havana Agency, I am enabled to give full particulars regarding this formidable craft, which flies the black flag—device, a skull surmounting two arm bones placed salient, one, all proper,—and carries a brass monkey for a figure head. Her armament consists of one 400 ton truth-manufacturing machine, warranted to turn out enough facts in 15 minutes to fill 2,500,000 newspapers of 40 columns apiece. Four breech-loading Maximian multi-throwers, discharging 5,000 gallons of adhesive mud per minute; and thirty quick-firing ink-slingers. The members of her ship's company,—every one of whom answers to the name of George Washington,—are armed with the long bow, war brass armor and brazen faces, and their war cry is: "There aint no flies on me!" Her water endurance is enormous, one ordinary decanter of that fluid containing sufficient for a whole campaign. In case they should be short of a capstan shanty, I venture to throw out the following as a suggestion:

A paper ship, and an ink crew,—
Hoy-ho, pump and go!
A printer's devil for a captain, too—
For we're all bound to glory!

This, may it please your worships, is the latest intelligence.

S. Paulo, 28th April, 1898.

NICOMENUS DAWDROF.

COFFEE NOTES

—There are several cargoes of coffee afloat in American bottoms, and many are waiting with no slight anxiety to hear of their safe arrival.

—On last Friday Dr. Alberto Torres, governor of the state of Rio de Janeiro, called on the president of the republic, and had a long talk with him on the subject of the burdens of the coffee trade. It is stated that to-morrow there will be another interview, in which, it is hoped, measures will be adopted for relieving this trade of some of its burdens.

PROVINCIAL NOTES

—The publication of a daily Syrian paper has begun in São Paulo on the 1st inst.

—At Vassouras on the night of the 27th inst. six prisoners succeeded in escaping from the jail.

—A telegram of the 27th inst. says that there have been disturbances in the interior of the state of Bahia.

—The *Advoca* of Aracaju asks for the removal of the 25th battalion of infantry, whose officers are said to continue to cause disturbances.

—From São Paulo we have the news that Dr. Firminiano Pinto has resigned the secretaryship of agriculture, and that Dr. Paula e Souza has been appointed in his place.

—There was an explosion in two sections of the Potesinha powder factory at Pernambuco, on the 26th ult., resulting in the death of eight workmen, and the wounding of two.

—On the 27th ult. in Aracaju there was circulated a report of a plot to depose Gov. Martinho Garez. The guards at the governor's official residence were reinforced.

—In Santos a Portuguese merchant has offered 5,000 toward Spanish war expenses, and the Spanish consul and others have undertaken to pay the passages home of 100 volunteers.

—At Manaus the commander of the steamer *Manaus* was fined 200\$ for permitting Gov. Filote Pires and his family to go on board before the steamer had been visited by the custom-house officials.

—A most unhappy state of affairs exists at Vassouras, where all the prisoners have abandoned the town jail. Something must be radically wrong with that public institution when all its inmates insist on clearing out.

—The subscriptions initiated in São Paulo in support of Spain amounted to 12,156\$ at the end of the past week. Other lists had been circulated in various parts of the state, but the amounts collected were not known. In Santos monthly subscriptions have been received, and in the city of São Paulo preparations are making for a *Kermesse* in support of the Spanish cause. Enlistments of volunteers are still reported.

QUEEN VICTORIA'S DIAMOND JUBILEE.

In accordance with a resolution passed unanimously at the General Meeting of Subscribers, held on 15th February, that "the net Balance of Funds should be handed over to the Directors of the Hospital Samaritano, to be applied to the building of a new Ward to be called the 'VICTORIA WARD,' the entire Balance, as shown below, has been so disposed of—

Dr.	
To total amount collected.....	17,593\$8000
To interest on Bank Account.....	215\$880
Rs.	17,912\$680
CR.	
By cost of Cover for Address to H. M. the Queen (S. Paulo share).....	255\$8000
By cost of advertising.....	106\$400
By net Balance handed over to Hospital Samaritano.....	17,640\$880
Rs.	17,912\$680
P. C. P. Lupton.	
William Speers, President and Hon. Treasurer.	
J. K. Edlowes.	
São Paulo, 29—4—98.	

RAILROAD NOTES

—On the 1st inst. the Baturid railway was delivered to the lessees. The rolling-stock, consisting of 22 locomotives and 157 cars, is all said to be in good state.

—The prefect of the federal district has vetoed the resolutions of the municipal council permitting the Cariben (Santa Theresia) company to increase the fares on its trains. This is right. The fares on that line are high enough. If any company is to be permitted an increase, it should be the Jardim Botânico.

THE SOROCABANA AND ITUANA RAILWAY.

We have to thank the directorate of this railway for an early copy of the annual report which was presented to the general meeting of shareholders on the 2nd inst. From the report we find that the company has now 852 kilometers of line and 222 kilometers of water way; 41 ks. of line under construction which will shortly be opened to traffic, and the earth-works well advanced for an extension to Bahurid. The engines and rolling-stock are in good condition and are being gradually increased, four Baldwin locomotives having been added during the past year. The gross receipts for the year 1897 amounted to 8,532,386\$, 282\$177. This shows an increase in net profits, as compared with the previous year, of 1,127,663\$128. The increase in receipts was principally due to the large coffee crop of last year, which was more than double that of 1896, and would have been considerably more but for a falling off of 8,017 tons in imported goods, which falling off also caused increased working expenses through the running of empty train mileage. 152,014 1st-class passengers, and 457,435 2nd-class were carried during the year, paying 2,132,816\$720. 257,475 tons of cargo yielding 6,400,134\$720. The satisfactory result of the past year's traffic and extensive cruise is to re-echo the chairman's hope that the present year will show a large increase on that of 1897, and that the company will soon be enabled to pay a dividend on their ordinary shares in spite of the great depreciation of the currency.

LOCAL NOTES

—To-day is the date for the formal opening of congress.

—It is stated that the fare on the ferry-boats is to be raised to 400 reis. The cause alleged for this is the present high price of coal.

—Capt. Caudillo dos Santos Lara, the gallant ex-commander of the *Republica*, is now in this city for the first time since the naval revolution.

—On Saturday the government issued regulations for preserving the neutrality of Brazil during the war between the United States and Spain.

—Col. Alfredo Barbosa, who is accused of having taken part in the plot for the murder of President Prudente de Moraes, has been twice pursued on the Tijuca road by suspicious-looking persons, who discharged their pistols.

—During the past week there have been several destructive fires in this city causing considerable damage. At one of these fires a fireman lost his life in extinguishing the flames, another was dangerously wounded and others were less seriously injured.

—The American minister advised the Brazilian government on the 26th ult. that the United States had declared war against Spain, and that a state of war had existed since April 25th. On the morning of the 28th the *Diário Oficial* published an official announcement to this effect and declared that Brazil would observe the strictest neutrality.

—The appearance of the crowds on the Ovador in front of the newspaper offices yesterday, was far from cheerful. One could almost feel sure that the prevailing sentiment was one of profound disappointment.

—Among the parcels received at the post-office in this city on last Wednesday was a small pasteboard box containing 25 nitro-glycerine bombs. They were sent to the marine arsenal, where they were thrown into the bay. But—who were they addressed to?

—Congress has been holding preparatory sittings since the 27th ult. Its formal opening is awaited with some interest, and the opposition we learn, notwithstanding its apparent collapse after the murder of Marshal Bittencourt, expects to display considerable strength.

—Several officers of the army are said to have redeemed some days ago a watch that had been pawned by Deodaciano Murty. This watch, which appears to have belonged at one time to Marshal Floriano Peixoto, is stated to have been presented by the officers to his widow.

—In this country everything can be bought. In Theropon the same is said to have ordered him to be removed from the courtroom and committed for contempt of court. The lawyer, however, asserts that no attempt was made to take him into custody. The scandal caused much sensation.

—On the 28th ult. the resignation of Dr. Fernando Lobo as senator, from the state of Minas Geraes, was formally filed before the senate. It was dated 20th March. Dr. Fernando Lobo was the very much defeated candidate for the vice-presidency in the last presidential election.

—On Saturday there was a sitting of the court that is to try the alleged accomplices of the celebrated Affonso Coelho. Learning that the judge was unable to appear for the day, because some of the jurymen had not made their appearance, the lawyer of the accused went out to look for those that were absent. When he returned, he was informed that the sitting had been adjourned. He warily protested and there ensued a violent altercation between him and the judge. In the midst of this discussion he is reported to have exclaimed:

—On Monday the *Jornal do Commercio* published a statement to the effect that Captain Clark of the *Oregon* had sent a communication to Admiral Pinto da Luz that the *Tenorio* was in Brazilian waters and that he would consider it a provocation, which he would resist, should that torpedo cruiser be permitted to anchor in his vicinity. The *Pais* of this morning denies the statement, and says that Capt. Clark sent no such notice. The American minister simply expressed a wish that the two vessels might be kept apart in order to avoid collision.

—A very pretty and well-attended wedding occurred at the American church (the English church being temporarily closed) on the 27th ult. —the happy couple being Mr. Cecil Heyland Lloyd, sub-accountant of the London and River Plate Bank, and Miss Edith Frances Robinson, eldest daughter of H. O. Robinson, Esq., of Messrs. John Moore & Co. The wedding was designed to be a quiet one, but the esteem in which the bride's parents are held, and the popularity of the young couple, brought out a large attendance of friends. The bride was tastefully dressed and received warm congratulations and good wishes from a multitude of friends.

—Evidently among the self-styled supporters of the government of President Prudente de Moraes there are many persons whose folly or bad intentions may do him considerable injury. We alluded last week to the report, circulated by such person, of his intention to proclaim a dictatorship. Yesterday the *Debate* found it necessary to protest against a statement that Senator Porciuncula had been sent to sound the governor of Minas Geraes on the subject of the delivery of the government to the president *pro tem*, of the senate, with exclusion of the vice-president, in the event of the President's being obliged from any cause to retire. The *Debate* says that the President has no intention of retiring from the government before the end of his term of office.

MARRIED.

LLOYD—ROBINSON.—On the 27th April, at Rio de Janeiro, by the Rev. Irvine Crawshaw, CRIC, HRYLAND LLOYD, son of the late George Lloyd of Birmingham, England, to EDITH FRANCES, daughter of Henry O. Robinson, of this city.

CLUB BRAZILEIRO DE CRICKET.

At the general meeting of the Club Brasileiro de Cricket held, by kind permission, at the Laranjeiras Club on the 20th April last, the following officers were elected for this year: President, L. L. Moura. Secretary, A. Amaral. Treasurer, A. Oliveira. Cricket Captain, A. C. Skev. Lawn Tennis Captain, N. Jackson. A Oliveira finding himself unable to take the post of Treasurer, the President accepted his resignation electing H. J. Reeves to take his place.

AMERICAN WARSHIPS IN RIO

The U. S. first-class composite battleship *Oregon* and the third-class composite gunboat *Maritella*, so long eagerly expected, arrived in Rio harbor on Saturday afternoon, and exchanged the customary salutes with the Brazilian flag. As the *Oregon* is the most powerful man-of-war that has put into this harbor since the intro-

duction of steam, her presence excited the greatest interest amongst all classes independent of the fact that after leaving Rio harbor she must, of necessity, play a conspicuous part in the Hispano-American war which is now in its first stage. Crowds of people lined the quays on Sunday, to catch a glimpse of this great destroyer, but the prevalent opinion amongst most of the uninitiated sight-seers was one of disappointment on finding her so low in the water, evidently unaware that the less free-board a modern battle-ship presents as a mark to the enemy's gunners the more dangerous she is. Yet mild as she looks from the quays she is so powerful an engine of destruction that we wonder at the stupidity of the Spanish admiralty in keeping the *Tenorio* alone and unsupported in South American waters, and admire the tenacity of the captain of the *Tenorio* in remaining there, when so powerful an opponent was expected. The one saving feature in the situation, as regards Spain, was that Captain Charles E. Clark and the officers and crew of the *Oregon* did not know that war had actually been declared until their ship arrived in Rio, for orders. On the official notification being made to the officers and sailors that war had been declared for some days, a mighty cheer from all hands went up, and a nervous excitement was felt to be out and away. The *Oregon* is a sister ship to the *Indiana* and *Massachusetts*. She was built in San Francisco, and launched in 1893, so is a purely modern battleship even in these days when ships of war quickly become obsolete. She has a partial belt of 17 in armor, 7 1/2 feet wide, extending over 56 per cent of her whole length. This belt rises 3 feet above the water line, and extends 4 1/2 feet below, being capped by a fore and aft armored deck. At either end of the belt are armor redoubts 17 inches thick rising to 3 1/2 feet above the protective deck, these redoubts protecting the turning gear of the turrets and all the operations of loading. The tubes through which the ammunition is hoisted are also armored. Above the belt, the side is protected by 5 inches of armor. The main armament consists of four 13-inch 35-calibre guns mounted in pairs in two turrets, one forward and one aft, protected with 17-inch armor placed on an incline, with a horizontal cover of 20-inch thickness; and eight 8-inch guns mounted in four turrets, formed of inclined armor from 8 1/2 inches to 6 inches thick, and placed at the four corners of a deck a level with the top of the larger turrets. The smaller armament consists of four 6-inch guns and of twenty 6-pounder quick-firing guns. She also carries six torpedo ejectors. The length of the *Oregon* at the water line is 345 feet, her beam 62 feet 3 inches, and draught 24 feet. Her displacement is 10,288 tons, indicated horse power 11,111 and nominal speed 16 knots an hour. She is a twin-screw ship, and her hull is of steel. Her cost when first commissioned was £636,600 sterling, and her crew now number 450 men.

The *Maritella*, Captain Frederick M. Symonds, is a twin-screw gunboat with a composite hull, built in San Francisco in 1896 and fitted out at Mare Island last year. Her length is 174 feet, beam 31 feet, draught 13 feet, indicated horse-power 3,054, and speed 14 knots. She carries six heavy guns in her main batteries, besides quick-firing guns, and a crew of 130 men.

The American minister, Mr. Charles Page Bryan, came into Rio from Petropolis on Sunday morning and had a long interview with Captain Clark.

The worshippers are expected to leave to-night with the *Nithery* in company.

SHIPPING NOTES

—The Italian cruiser *Edda*, from Barbados, arrived at Bahia on the 30th ult.

—The new torpedo-boat *Tupy* has arrived from Europe.

—A Buenos Aires telegram of the 30th ult. says that quarantine there on arrivals from Brazil has been increased to ten days.

—The *Jornal do Brazil* hears that orders have been issued for hastening the completion of the ironclads *Marcelo Deodoro* and *Marcelo Floriano*. Why? Are the resources of the treasury increasing?

—The British steamer *Cameria* went aground Saturday evening, about 6 o'clock, between Cobras and Fiscal Islands, as she was leaving port for New York. She remained there until high water the next evening, when she was floated. The cargo is unimpaired, but a hole was made in the ship's bottom which will compel repairs. The cargo is being transferred.

—It was reported on the 27th that the government had decided to order the *Nithery* out of port. It would be a fine joke to sell an unserviceable vessel, and then order her to put to sea! The *Jornal do Brazil* of the 28th says that the government had decided to issue orders to this effect. It would be another joke to order her out into the jaws of the *Tenorio*.

—There is altogether too much assumption in the newspapers just now. For instance, the *Oregon* and *Maritella* arrived here Saturday evening, and the next morning some of the papers asserted that their commanders had been intimated to leave port in 24 hours. This was pure assumption, for no such intimation had been given up to midday on Sunday. It is very perplexing to know what to believe,

—It is stated by the papers that the *Abnante Barroso*, *Tupy* and other vessels have been put in readiness to prevent a collision between Americans and Spaniards in Brazilian waters. But where are the Spaniards?

—It was discovered, when steam was made on the *Nithery* a few days ago, that her engines were out of order, and an attempt to move them resulted in a breakage. Since then the machinery has been under repairs. It is singular that a trial trip was not exacted before purchasing, as the ship has been lying at anchor for a year or more, which could not fail to be hurtful to the machinery. It is now asserted that the vessel was bought by Messrs. Flint & Co. and not by the United States government. In that case, the repairs will of course be for private account.

—The following description of the trial trip of the *Sallust*, which left Rio on her maiden voyage last week, is taken from the *Liverpool Daily Post* of Feb. 19: "The large cattle and cargo steamer *Sallust*, which has been built by Sir Stanley Dixon and Co. Ltd., Cleveland Dockyards, Middlesbrough, for Messrs. Lamport and Holt, of Liverpool, proceeded out to sea for her official trial, under the command of Captain Hening. The vessel has been specially constructed to meet the requirements of the owners' trade to Brazil and River Plate, her principal dimensions being: length 367 feet; beam, 47 feet; depth, moulded, 27 feet 9 inches; with a deadweight carrying capacity of about 5,600 tons. She is built to Lloyd's highest class, spar deck rule, with poop, bridge, and forecastle. The vessel is fitted with all the latest appliances for filling and discharging the tanks, and has a complete installation of electric lighting throughout. Handsome accommodation is provided for passengers and officers in houses on the bridge, and for gentlemen under the bridge. Her machinery, which has been constructed by the North-Eastern Marine Engineering Co. Ltd., Wallsend-on-Tyne, consists of a set of triple-expansion engines, with cylinders 26, 43, 71, by 48 in. stroke, driving two boilers 16 feet by 12 feet 6 inches, working at 180 lbs. pressure. The hull and machinery have been built under the supervision of Mr. Russell, naval architect to the owners, and Mr. Morrin, their superintendent engineer, respectively. The trials passed off most successfully."

BUSINESS NOTES

—A telegram of the 28th ult. from Buenos Aires states that the price of flour has risen 50 per cent.

—The prefect has vetoed a resolution of the municipal council giving another 100 reis to the contractor for the fresh meat supply of this city.

—In the 1st quarter of the present year there were imported at Rio de Janeiro from foreign countries only 2,850 bags of Indian corn, against 507,650 in the 1st quarter of 1897.

—It has been announced that the British government has purchased several thousand tons of coal deposited at Montevideo and at Rio de Janeiro. This coal is no doubt intended for the war vessels in these waters.

—A telegram of the 27th inst. from Pará states that there has been a rise of 355 a ton in the price of coal. As the former price is said to have been 655, it appears that coal is now selling at Pará for 1010 per ton.

—Brazil is the best customer that Newfoundland has for its cod fisheries. In the month of August, 1896, Brazil bought 7,906 quintals of salt cod, and 20,843 quintals in August 1897; Portugal coming second with half those quantities.

—The *Jornal do Brazil* has established the fact that Senator Ruiro Barcellos, who has been so free with his denunciation of customs-house frauds, is a partner in the various undertakings and monopolies for the supply of this city with fresh beef.

—The price of coal is said to have risen to 1025 per ton. This, in our opinion, has no justification, for the war will not interfere with the coal traffic between our countries, nor will the extra consumption be great enough to cause so exceptional an increase in price.

—The following is a telegram of the 26th inst. from Pelotas: "The banks have asked the president of the state for assistance, there being a lack of available money on account of the withdrawal of large sums from Rio Grande by the general government. The president's answer is that he has 10,000,000, but cannot lend without an order from the assembly. There are 45,000,000 at the custom-house, and the *Echo* asks the government to assist commercial transactions by ordering the payment of the troops." In regard to the sums at the custom-house and in the state treasury there is evidently a mistake in the figures.

FINANCIAL NOTES

—According to the defective returns received by the government up to the present, the amount of revenue collected during the first quarter of 1898 was as follows:

Customs.....	55,000,000
Interior.....	14,000,000
Consumption.....	2,500,000

The revenue received from other sources is said to amount to about 10,000,000, so that the total amount collected exceeds 81,000,000.

—A London telegram of the 30th ult. says that it is reported that President-elect Campos Sales will attempt to negotiate in Europe a loan of £12,000,000 for Brazil.

COMMERCIAL

Rio de Janeiro, May 2nd, 1898

Par value of the Brazilian milreis (\$1000),	
do gold.....	27 d.
do of the Brazilian milreis (\$1000) in U. S. coin at \$186.65 per \$1 milreis.....	5 3/4 d.
do 1897.....	5 7/8 d.
do \$1.00 (U. S. coin) Brazilian gold, 1897 cis.....	48 7/8
do of £1 milreis in Brazilian gold.....	8 3/4
Bank rate of exchange, official, on London to-day.....	5 3/4 d.
Present value of the Brazilian milreis (gold).....	48 7/8
Present value of the Brazilian milreis (paper).....	24 1/8 d.
Present value of the Brazilian milreis in U. S. coin at \$186.65 per \$1 milreis.....	11 1/2 c.
Value of \$100 (\$1.80 per str.) in Brazilian currency (paper).....	55 1/4
Value of £1 sterling.....	48 7/8

EXCHANGE.

April 26.—The London & River Plate Bank, which opened with a 5 1/4 d. rate on London, maintained that rate throughout the day; the other banks opening at 5 1/4 d. raised theirs during the morning to 5 1/4 d. also. The market opened firm with the rate at 5 1/4 d. and although business was done in private at 5 1/4 d. the banks generally exacted a rate of 5 1/4 d. The holders of bills, however, were not in a position to exact more than 5 1/4 d. for bills in the hands of the bank of the afternoon, the market fell, and private paper quoted at 5 1/4 d. with buyers at the last mentioned rate.

The business of day was average, and judging from the quality of the transactions, it would seem that some exporters had waited too long in effecting their exchanges.

The official rates, compared with the same date of last year were:

London, per milreis.....	5 1/16-5 1/2 d.	7 1/2 d.
Paris per franc.....	186.65-187 1/2	186.65
Hamburg, per mark.....	186.65-187 1/2	186.65
Italy, per lire.....	186.65-187 1/2	186.65
New York, per dollar.....	88.8-88.88	88.80-88.87

April 27.—With the exception of the Brazilian Bank which kept its rate at 5 1/4 d. throughout, the foreign banks fixed their official rate on London at 5 1/4 d. and bills were issued with more or less freedom at that price during the whole day. The opening of the market, the banks generally refused to sell at 5 1/4 d. at which almost all the business of the day was done, although there were few transactions in the previous days. The market was much less than that of yesterday, the holders of bills, however, were not in a position to exact more than 5 1/4 d. for bills in the hands of the bank of the afternoon, the market fell, and private paper quoted at 5 1/4 d. with buyers at the last mentioned rate.

April 28.—The official rates varied 1/8 d. The Brazilian Bank opened with 5 1/4 d. the Banque Française with 5 1/2 d. and the English banks at 5 1/4 d. these rates ruling throughout the day. The market opened in the same way as on the previous day, the banks in general drawing at 5 1/4 d. but for agreed dates, and private paper was bought without difficulty for 5 1/4 d. During the day business was comparatively firm, the banks refused offers of bills at 5 1/4 d. but a demand for private paper at 5 1/4 d. and at closing time there were no buyers of private paper under the 5 1/4 d. rate. A moderate day's business was done.

April 29.—The Brazilian Bank and the Banque Française opened with an official rate of 5 1/4 d. The English banks fixing their rate at 5 1/4 d. but the market rate became general shortly afterwards and was the course of the afternoon the London & River Plate Bank put out a rate of 5 1/4 d. The market opened very unsteady, the banks drawing unwillingly at 5 1/4 d. but the demand for private paper at 5 1/4 d. and at closing time there were no buyers of private paper under the 5 1/4 d. rate. A moderate day's business was done.

April 30.—The official rate of exchange throughout the whole day the banks were 5 1/4 d. on London. The market was chiefly concerned with the liquidation of expired contracts, which passed off as for as we are aware, without friction, and the small business of the day consisted of bills, which were bought at 5 1/4 d. with conditions, and of private paper at 5 1/4 d. and 5 1/2 d. There were times during the day when exchanges were offered at 5 1/2 d. without finding buyers, but the bank as a rule did business at that quotation, showing however little desire either to buy or sell. The official value of the milreis was 205 reis gold.

MARKET REPORT.

Rio de Janeiro, 2nd May, 1898

Exports.

Coffee.—Last Monday's market was firm, in spite of the fact that stocks here and in Santos are decreas- ing, the European markets showed no stir, and the change in New York quotations was insignificant. Producers stuck out for 18500 per arroba for type No. 7, and there was a good average demand here. The factors and packers for No. 7. The demand by exporters was not brisk, but up to 10,000 bags were sold from 18500 to 18600 the market closing steadily at the higher rate. On Wednesday packers agreed to the rise insisted on by factors to 18500 per arroba for No. 7. There was a fair demand by exporters, but little business was done owing to the small stock on hand. Over 10,000 bags were bought from 18500 to 18600 per arroba for No. 7, and the market closed firm. A rise in prices was noticed on Thursday, and we heard of transactions between packers and factors at 18500 per arroba for No. 7. The exporters made a fair demand, but of the 8,000 bags sold nearly 5,000 were

Last Quotations of Stocks and Bonds --- May 2nd

Circulation		Public Funds			
262,133,000\$	Stock 5% currency (apólice).....	820\$000	820\$000		
102,515,000	Bonds of 1885.....	777 000	750 000		
124,685,000	Stock 4% (gold), converted.....		950 000		
11 584,500	Gold Loan, 1888, 6%.....		2,230 000		
24,673,000	Do do 1879, 4 1/2%.....		2,800 000		
18,350,000	Do do 1889, 4 1/2%.....		1,540 000		
17,500,000	State of Espírito Santo.....		700 000		
10,210,000	" of Minas Geraes, 5%.....				
4,000,000	" do 5%.....	950 000			
24,377,000	" of Rio de Janeiro, 6%.....		145 000		
	Rio de Janeiro Municipal.....				
Capital		Banks		Last div.	
20,000,000\$	Commercial.....	200\$	8000—Jan. 05	204\$000	207\$000
20,000,000	Commercial.....	200	8 000—Jan. 05	207\$000	208 000
	do 2nd series.....	200	3 200—Jan. 95		81 000
24,000,000	Constructor.....	200			7 500
16,000,000	Credito Movei.....	200	2 000—Jan. 96		15 000
20,000,000	Lavoura e Commercio.....	200	6 000—Jan. 98		80 000
	do 2nd series.....	200	3 000—Jan. 98		45 000
3,500,000	Nacional Brasileiro.....	200	9 000—Jan. 97		67 000
117,013,000	Republica do Brazil.....	200	6 000—Jan. 98		140 000
20,000,000	Rural e Hypothecario.....	200	9 000—Jan. 98		220 000
	do 2nd series.....	200	4 500—Jan. 98		110 000—116 000
Capital		Railways		Last div.	
3,500,000\$	Caravellas a Aymores.....	180\$		7\$50—7\$00	
110,000,000	Leopoldina.....	200			
16,000,000	Nizamunho.....	200			
62,000,000	Oeste de Minas.....	200			
	do 2nd series.....	200			
24,000,000	S. Paulo-Rio Grande.....	200			
70,000,000	União Sorocabana Itapira.....	200		4 000—	4\$000
42,000,000	Viacao Ferreira Sapucahy.....	200			
Capital		Tramways		Last div.	
14,000,000\$	Jardim Botânico.....	200\$	— Jan. 98	116\$000—125\$000	
12,000,000	S. Christovão.....	200	— Jan. 98	—155 000	
Capital		Mills		Last div.	
10,000,000\$	Alliança.....	200\$	— Sept. 97	105\$000—	
6,000,000	Brazil Industrial.....	200	— Feb. 98	122 500—125 000	
3,000,000	Carica.....	200	10 000—Jan. 99	130 000—	
6,000,000	Confiança Industrial.....	200	10 000—Aug. 96	105 000	
500,000	D. Label.....	200	30 000—Jan. 98		
1,200,000	Industrial Mineira.....	200	10 000—Feb. 96		
1,500,000	Manufatura Fluminense.....	200	9 000—Feb. 98		
1,000,000	Petropolitana.....	200	5 000—Mar. 96		
1,000,000	S. Pedro de Alcântara.....	200	— Jan. 48	130\$000	
360,000	Santa Lúzia.....	200	— Jan. 98		

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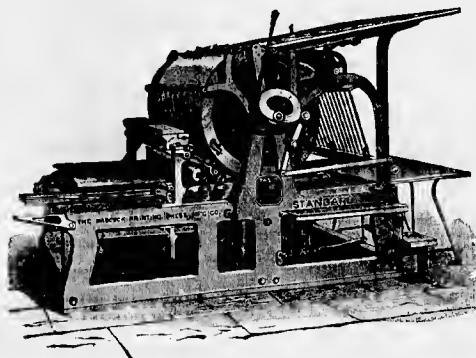
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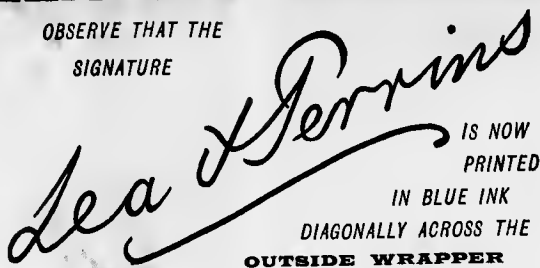
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This paper is now in its 24th year, having originally
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British and American Mail. It assumed its present
title at the beginning of April, 1879, when it was pub-
lished three times a month. From a tri-monthly it has
been changed to a weekly publication, and from four
pages it has been increased to twelve.As an advertising medium The News occupies an
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